FAYETTEVILLE OBSERVER.

[VOL. XXXVIII.] FAYETTEVILLE, NORTH CAROLINA, JUNE 26, 1854. [NO. 1934.]

EDWARD J. HALE & SON,
EDITORS AND PROPRIETORS.

At $2 00 per annum, if paid in advance; $2 50 if paid during the year of subscription; or $3 00 after the year has expired.

Price for the Semi-Weekly OBSERVER $3 00 if paid in advance; $3 50 if paid during the year of subscription; or $4 00 after the year has expired.

Clinton Female Institute.

THE third Semi-Annual Session of this Institute will commence on Monday the 7th day of August next. The principal is now on a tour North, for the purpose of purchasing Philosophical, Chemical and Astronomical Apparatus for the use of the Institute, and to make such additions to the Library as the progress of the School seems to demand.

These considerations, taken in connection with the former facilities for imparting knowledge, and the general healthiness of the location, (the latter of which we invite particular attention to,) will no doubt insure a sufficient patronage.

H. A. BIZZELL, Sec'y
of Board of Trustees.
Clinton, June 16, 1854. 6*tf

MONTGOMERY ACADEMY.

THE next Session of this School will commence on Monday, the 19th of June. The Academy is located in the southern part of Montgomery Co., near Pekin. It is in a healthy location; and in a community of high moral character and intelligence.

All persons who patronize the School, may rest assured that no pains will be spared in making thorough scholars in all branches taught in the high Schools of the State. Terms—$8, $12, and $16 per Session.

Board can be obtained at a convenient distance from the Academy at $5 and $6 per month.

EDWARD C. CHAMBERS.
Pekin, May 12. 98-7

MOUNT VERNON ACADEMY.

THE next session of this School will commence on the 17th of July. The Academy is located at the Mount Vernon Springs, in Chatham County, N. C. It is one of the most healthy locations in the world. Terms—$5, $10 and $15 per session. Good board can be obtained, convenient to the Academy, at $5 and $6 per month. Reference, W. J. Bingham.

WM. M. CRUTCHFIELD, Principal.
June 10, 1854. 4*-4t

FLORAL COLLEGE,
ROBESON COUNTY, N. C.

THIS Institution, which is now undergoing thorough repairs, will be opened again on MONDAY, the 17th JULY, under the superintendence of its former very efficient Principal, with every Department supplied with the best Teachers that can be obtained, together with the present worthy and accommodating Steward. The Trustees believe they are warranted in saying to a generous public, that every effort will be made to render general and entire satisfaction; while the Institution, in point of healthfulness of location, commends itself to the patronage and confidence of all.

WILLIAM McKAY,
Secretary of Board of Trustees.
May 30, 1854. 4-6w

FEMALE SCHOOL,
HILLSBOROUGH, N. C.

MR. & MRS. BURWELL, Principals.
Maj. FREDERIC ZERRLAUT, Professor of Music, Drawing and Painting, and Modern Languages.

Terms per Session, (20 weeks.)

Board and Tuition,	$80
Music on Piano, or Guitar,	20
Use of Instrument for practice,	5
Modern Languages, each	10
Drawing and Painting, from $10 to	20

The next Session commences on Wednesday the 12th of July.

For further particulars, address Rev. Robert Burwell.
June 6, 1854. 4*6t

Edgeworth Female Seminary.

THE fourteenth year of this Institution will commence on Tuesday the first of August next. The Course of instruction is full; and is designed to afford the pupils a liberal, finished and ornamental Education in all those branches which contribute to the accomplishment of the female mind.

The principal, though still remaining in the institution, and having the general supervision of the girls as formerly, is happy to state that he has procured the services of Mr. Thomas McNeely and Lady to attend exclusively to the *domestic department*, believing that their eminent qualifications for the situation will greatly enhance the comfort of the young ladies confided to their care. Catalogues of the last year, containing the course of Instruction, Text-Books, Terms, &c., will be forwarded on addressing

RICH'D STERLING, A. M., Principal.
Greensboro', North Carolina.
June 19, 1854. 6-*tLA

HARRINGTON'S
MALE AND FEMALE SCHOOL.

CYRUS HARRINGTON, PRINCIPAL.
Miss ANN MARGARET McEACHIN, Teacher in the Female Department.
WM. M. BROOKS, Assistant in the Male Department.

THE Third Session of the School opens JULY the 17th, and closes December 1st.

Reports respecting Scholarship and Department will be sent out semi-annually, and no student found to be of a bad character, will be permitted to remain in the Institution.

A course of Religious Lectures will be delivered before the students.

Board from $6 to $7 50 per month. The subscriber has ample accommodations and desires to take all the Female Boarders into his own family.

Tuition in both Departments $8, $10, $12 50, to $15 per Session. Extra—Music on Piano Forte, with use of instrument $20; Drawing, Painting, Embroidery and French, $5 each.

For further particulars address the Principal or either of the Teachers.
Carbonton, June 6, 1854. 5-3tf

DRY GOODS,
At Floral College.

MCARN & LILLY are receiving a large stock of Staple and Fancy Dry Goods at the above place, embracing some of the finest, richest and most beautiful styles of the season, selected by one of the firm, an experienced buyer, and well acquainted with the place and neighborhood, thus enabling him the better to adapt his purchases to the market. The stock is entirely new, and will not be surpassed by any of the neighboring towns as regards quality, style and price, and will be found much more attractive than is generally found in a country store. An enumeration of the Goods would occupy too much space. It is only necessary to say that almost any article in their line may be found in their store.

E. LILLY,
Acting Partner.
Sept. 27, 1853. 32*tf

Foundry and Machine Shop.

NEW MARKET FOUNDRY COMPANY are prepared to fit up two, four, and six horse-power Threshing Machines, both portable and stationary, Straw Cutters and Corn Shellers, &c. We are also prepared to furnish Mill Gearing, Saw Mill Irons, &c., at short notice. We solicit a share of patronage. All orders addressed to the subscriber at New Market, Randolph county, N. C., will receive prompt attention.

Worth & Utley are our Agents at Fayetteville, where our Straw Cutters may be seen, and other information given.

JOSEPH NEWLIN, Agent.
March 1854. 84-3m*

OBSERVER.
FAYETTEVILLE.

THURSDAY EVENING, JUNE 22, 1854.

PLAN OF IMPROVEMENT.—The portion which we insert to-day of the admirable pamphlet on this subject, developes more fully a part of the author's plan, which, (after discountenancing proposed roads from Cheraw to Raleigh via the Coal Fields, and from Greensborough to Danville,) embraces a rail road from Beaufort via Goldsborough to the Coal Fields; another from Beaufort via Fayetteville to the Coal Fields; and another from the Coal Fields via Salisbury, Shelby, and Rutherfordton, to Asheville.

The concluding part, which we propose to publish on Monday, proposes a rail road from Asheville to Newport in Tennessee; another from Asheville to Chattanooga, Tenn., to connect with Memphis and the Pacific Road, (to which Beaufort is the nearest possible outlet to the Atlantic ocean;) another from Fayetteville, via Rockingham, and Wadesborough, and Charlotte, to Shelby; another from Salisbury to Abingdon, Va.; and another from Wilmington to Fayetteville;—besides roads in the North Eastern part of the State.

The whole pamphlet ought to be read and considered in connection; and we regret that we cannot publish it entire in one paper.

ATLANTIC RAIL ROAD.—At a meeting of the Commissioners for this road, in Newbern on the 14th inst., it was ascertained that $501,300 had been subscribed in the Town of Newbern and $150,000 by the County of Craven. This large amount was subscribed, and five per cent paid in cash, by a number of the citizens of Newbern for the purpose of securing the location of the road through that town. Lenoir and Carteret counties and the Town of Beaufort have voted to subscribe amounts sufficient, we believe, to increase the sum to the full capital stock of the Company—$900,000. The subscription of $160,000 in the name of Risley & Co., of New York, was rejected for informality.

C. T. N. Davis has been nominated for the State Senate by the Whigs of Burke, Caldwell and McDowell.

RICHMOND AND ROBESON.—We publish the proceedings of a Whig meeting in Richmond at which delegates were appointed to the Senatorial Convention at Floral College. The proceedings were intended for the last Observer, but did not reach us until the day *after* its issue and too late even for publication in the Argus of that day.

THE EDENTON DISCUSSION.—We find in yesterday's Raleigh Register the following certificate and letter addressed by Col. Paine to H. W. Miller, Esq. Unlike that which Mr. Bragg has obtained and reads from the stump, it takes up *the matter at issue* between Gen. Dockery and Mr. Bragg and fully sustains the statements made by Gen. Dockery.

TO THE PUBLIC.
EDENTON, June 12th, 1854.

The undersigned, citizens of the County of Chowan, N. C., were at the discussion which took place at the Court House, in Edenton, between Gen. A. Dockery and Thomas Bragg, Esq., on 10th April last, and distinctly recollect that Gen. Dockery asked Mr. Bragg the following questions:

"*Are you in favor of the extension of the North Carolina Rail Road East to Beaufort and West to the Tennessee line.*"

To which Mr. Bragg answered: "I AM NOT TO BE CATECHISED; YOU HAVE NO RIGHT TO QUESTION ME."

The General remarked: "I see you are disposed to dodge the question."

To which Mr. Bragg replied: "*I am not sir.*"

Gen. Dockery then asked the question, "*Are you in favor of the State borrowing money to build that road?*"

To which Mr. Bragg answered, *clearly and emphatically:*—"NO, sir; BUT I AM WILLING TO EXTEND THE ROAD SO FAR AS THE MEANS AND RESOURCES OF THE STATE WILL JUSTIFY."

ZACHARIAH EVANS,	W. J. HUNTER,
THOS. LEARY, JR.,	JNO. G. HANKINS,
H. A. BOND,	RICHARD CLAYTON,
B. W. HATHAWAY,	JNO. N. McDOWELL,
G. W. B. SATTERFIELD,	EDWARD WARREN,
CHARLES G. BRITT,	BENJ. H. WEBB,
THOS. COCHRAN, SR.,	NATHAN L. CULLINS,
MOSES W. WEEB,	THOS. COCHRAN, JR.,

EDENTON, June 14, 1854.

DEAR SIR: As I am known to you, I desire to say, in regard to the signers of the certificate headed by Z. Evans, sr., (Mr. Evans is a Methodist minister of the gospel, and a better man, in my opinion, does not live,) and ending with Thos. Cochran, jr., that they are all men of unimpeachable character, and of good standing, and would not make a statement which they did not know to be correct. I presume the certificate will be sent without more signers; but I have conversed with a number of gentlemen, who were present at the discussion between Gen. Dockery and Mr. Bragg in Edenton, (gentlemen who have not signed the certificate,) and they corroborate Gen. Dockery's statement. I was prevented by urgent business from attending the discussion.

Very respectfully,
ROBERT T. PAINE.

H. W. MILLER, Esq., Raleigh.

The Wilmington Journal need not flatter itself with the delusive hope that Gen. Dockery will not go to the mountains. He certainly intends to go there. A short visit to his home from Salisbury was a part of his plan more than a month ago. After that, Mr. Bragg will find him, should he desire to find him, up towards the mountains.

The other stories which the Journal quotes from the Salisbury Banner have probably no more truth in them than that which represents Gen'l Dockery as disinclined to go West.

Georgia, which is known as the Empire State of the South, and which is certainly one of the most intelligent and thrifty of the Southern States, has within its borders 41,000 *of free white grown persons who can neither read nor write!*

HINTS on the INTERNAL IMPROVEMENT OF NORTH CAROLINA:

RESPECTFULLY DEDICATED TO HIS COUNTRYMEN BY A NORTH CAROLINIAN.

(Continued.)

PROJECTED ROADS.

1. From Fayetteville to Whiteville in Columbus County, where it will intersect the road from Wilmington to Manchester. The value or necessity of this, we confess, is not very apparent to us. There are other roads, we think, far more important to Fayetteville, and on which she may more judiciously expend her means, as we will endeavor to show presently.

2. From Salisbury through Lincolnton to Asheville. An extension of the "central" road from Salisbury westward is indispensable. A slight modification of this road, however, as it seems to us, might advantageously be made, without injury to Salisbury, and with benefit to other places; and with such modification would constitute a part of what we deem a judicious system. We shall presently indicate the slight change to which we allude.

3. From Asheville to Newport in Tennessee. This brings us in communication with Knoxville; and such communication is desirable. We are not sure that it is not in progress.

4. A road has also been asked for by Virginia from Greensborough in Guilford, northeastwardly through Danville and Halifax to Petersburg and Richmond in Virginia. The policy which would construct this seems little short of suicidal. We have already, needlessly and disadvantageously, as we think, opened facilities for Norfolk; and as if this were not enough, our northern neighbor is to be permitted to reach us *further west* than Raleigh, thus, as it were, opening another vein by which to bleed us to death. We diminish the value of the road between Greensborough and Raleigh, between Raleigh and Goldsborough, and utterly ignore the existence of Wilmington and Beaufort, rendering the roads to them of much less value.

We know not at present of any other roads seriously projected, and we presume there are not many others of moment; though doubtless a great many are talked of, and this may unfortunately tend to produce a railroad mania which would dissipate instead of concentrating our strength on improvements of which every part of the State would more or less feel the benefit. It is in the humble hope of contributing in part, to prevent such an evil, that these pages are written.

We come now to ask secondly, what does North Carolina require?

In presenting the outlines of such a plan of general improvement as has commended itself to our mind, we would, with all humility, repeat that we are far from thinking it admits of no improvement. Nay, the writer submits it in the hope that it *will* be improved by some of the wise, practical men among his countrymen. What he chiefly desires is that we should act on some clearly defined general plan, and not waste time and money on that which is visionary merely. He offers here an outline; it may be rude and imperfect; still a beginning is made, and there is something furnished to be improved. A foundation for systematic action is thus afforded. To him it will prove a source, not of mortification, but of rejoicing, to find that his countrymen have substituted for some parts of his plan, far better features.

In his reflections on the subject, he has endeavored to keep certain rules in view, as not to be violated without the most imperative necessity. These are:—

1. *As far as possible, to make our own sea-ports the shipping ports for our own productions.*

2. *As far as possible, not to lose the benefit of one foot of railroad that has already been made, but to incorporate it into the general plan.*

3. *As far as possible, to devise such a plan as will conduce to the growth and prosperity of existing towns in the State; and especially* ALL *the larger ones.*

4. *As far as possible, to afford every facility for travel and trade to the inhabitants of every part of the State.*

In some instance he may have been forced to lose sight in some small degree of these governing principles. Our State is so large that it could hardly be avoided; but not having any pecuniary interest involved, to warp his judgment, his effort has been to look at the WHOLE STATE as an unit.

And now the reader is requested to cast his eyes on the outline map of the State, which accompanies this pamphlet. And let him not be startled by the seemingly intricate and extensive network of railroad lines there delineated; some of them are illustrative merely; and even of such as represent desirable roads that ought to be constructed, it must be remembered that it is by no means necessary to build them *all at once.* The system, whenever one is adopted, may and must be carried out, by degrees.

And first let it be noted what roads are actually built, and what purposes they serve.

Of that from Wilmington, north across the State, we have already spoken. It is a North Carolina road, and valuable, but to one part of the State only, save as we all have a general interest in building up one of our own sea-ports, which this road contributes to do. But it does not open to the harbors of the State two-thirds of its territory, as rich, we believe, in mineral wealth as any equal extent of country belonging to the United States. Now the rapid increase in the prosperity of Wilmington, produced by even the partial development of our resources within the limited reach of her road, is a most encouraging stimulus to go on. If but a little yields so rich a return, what would be the result if we should extend the area of our operations?

The road from Wilmington to Manchester, too, is a good work; for its North Carolina terminus is *within our own territories, and at one of our own sea-ports.* This produces a result far different to us from that which will follow on the construction of a railroad from South Carolina *across our State.* No such road should be permitted; for its effect will be to draw off our produce to a foreign sea-port, no nearer than, and not so good as one of our own, to the injury of ourselves, and to the accommodation of no ones but such of our people as live contiguous to the road, and whom, by a little exertion, we could *better accommodate* ourselves. And this, by the way, invites our attention to the recent jubilation of the South Carolina papers, upon the announcement in the official report of the President of the North Eastern Railroad Company of South Carolina, that the continuation of their road to Raleigh, via the coal fields of Chatham, is considered indispensable. One editor declares that this measure has been his hobby for eighteen or twenty years: and he promises to show from "official statistics" [they must be North Carolina statistics of course], "the importance of the region of country which will find an outlet to the sea-board [by which *Charleston* is meant] over this road. To say nothing of the coal, we venture the assertion now that there is no road south, of the same length, which can command an equal amount of freight. Steps should at once be taken to secure a charter from the Legislature of both States, at the coming session."

Verily this is treating us somewhat unceremoniously. This writer seems to suppose that he has upon his hands "a very sick man," and may as well begin, before he is quite dead, to appropriate what little plunder he can. It never seems to have occurred to him that possibly he may take "steps," and yet make no progress with the Legislature of North Carolina. Our assent is taken for granted. We hope no such assent will ever be given.

And yet, we are grateful for the paragraph, notwithstanding the contempt implied in it. It affords us a very obvious and useful lesson, which is this—if South Carolina is so exceedingly solicitous to connect our coal region with *her* sea-port, it must be because she has had the wit to find out that it will pay; and so it will; and we doubt not that, sooner than to be without the road, South Carolina (would we permit) would gladly construct the whole of it at her expense. But if it will thus benefit South Carolina to make a road, why will it not equally benefit *us* to make one? Why not ourselves give that "important region of country," as the South Carolinian very properly terms it, "an outlet to the sea;" why not secure for our own people that large "amount of freight" which is to make this road, carried into Charleston, more profitable than any "road south, of the same length?" We are willing to love our neighbor as ourselves, but are not required to love him *better* than ourselves. Let us look at a few facts:

1. A road from Charleston through Cheraw, Fayetteville, and the coal fields of Chatham, to Raleigh, will be more than 300 miles long.

2. A road from the coal fields to Fayetteville, and thence by river or railroad to Wilmington, would not be one half of that distance in length.

3. A road from the coal fields through Goldsborough, joining there the already existing road to Wilmington, would make about 160 miles to Wilmington.

4. A road to Goldsborough, and thence, even around by way of New Berne, to Beaufort, would be about 150 miles.

5. A road to Fayetteville, and thence direct through Sampson, Duplin and Onslow, to Beaufort, would not far exceed 160 miles.

The coal is, therefore, much nearer our own sea-ports than it is to Charleston. But further still:

1. If the coal goes to Charleston, it is just so much needlessly abstracted from Beaufort and Wilmington, and tends to build up the South Carolina city at their expense: for, sent to South Carolina, all it would yield to us, would be the price of the article delivered at the mine, and freight upon it to the borders of our own State.

2. Kept within the State, the whole freight is kept among our own people, as is also the price at the mine, and the labor expended upon it at our own sea-ports. Add to this that it affords freight thence for our own vessels, and that vessels from abroad must come to our own sea-ports for it, and thus increase their commerce, and the general prosperity; and it is perfectly plain that North Carolina has no conceivable interest in assisting to open this railroad communication between her coal mines and Charleston.

South Carolina has already a great benefit at our expense, in being able to come through Charlotte, Salisbury and Lexington to Greensborough; she thus crosses more than half the State, and carries all she gets to Charleston. Let the road be extended north from Greensborough across the Dan into Virginia, and our Southern sister has accomplished, at no cost to herself, her darling object, for which our State receives and can receive no possible equivalent. The truth is, that the resources of South Carolina within herself are comparatively small, while ours are very large. She therefore pursues the policy (right enough for her) of reaching by her roads western North Carolina and Tennessee. Our policy is not hers, our interests are different. We are not called on to build up *South*, but *North* Carolina.

We therefore earnestly hope that this Northeastern road from Cheraw, through Fayetteville and Chatham, to Raleigh, will *never* be chartered by North Carolina. Such a road, it will be seen, sends South Carolina across the State, and would affect the interests of the Wilmington and Raleigh Road. We have, however, no disposition to be selfish to such a degree as would prevent Charleston from obtaining our coal, provided it be by a mode which can be made consistent with a general system formed for promoting our own interests. By the plan which South Carolina proposes, from Cheraw to Fayetteville, she *intercepts the coal on its passage to our own sea-ports.* To this, we object. Now, our system, as will be seen presently, contemplates a road from the coal fields to Salisbury, and Charleston can communicate with Salisbury, through Charlotte. She can thus supply herself without *coming between the coal region and our own sea-coast.* Let the road which supplies her be *west* of the coal mines, and she gets all she wants, without injury to us.

As to the road from Raleigh to Gaston, affording direct communication with Norfolk, Petersburg and Richmond, it may afford convenience to a small section of our country, but does not conduce to the general prosperity of the State. Its tendency is the reverse. When produce from the West reaches Raleigh, it may turn off to Virginia for a market, instead of pursuing its course southwardly or south-eastwardly, to one of our own harbors. We possess, however, as we have said, one advantage; our own seaports are nearest to Raleigh; and this may, and probably will, obviate a part of the apprehended evil: our reflections would be more pleasant, *if we had not made the evil by our own deliberate act.*

The whole length of our roads at present actually constructed and in use, is about 314 miles. If to them we add the "Central" and Roanoke Valley roads, which are nearly ready for use, we shall have a total of 539 miles of railroad in the State.

Leaving now the railroads already completed, we would divide the residue delineated on the map, into five distinct classes, and ask attention to each. When completed, they would form an entire system, of which we will speak hereafter. We divide them now into classes, for various reasons.

1. Their magnitude and extent would necessarily cause their construction to be a work of time, and our classification indicates their relative importance, and the order in which they might be undertaken. All this, of course, is subject to any modification desired.

2. A classification enables us so to proceed in their construction, that all we build will *at once* be productive, and contribute to the wealth of the country, and thus aid in affording means for further constructions.

3. Each portion of the State will at once perceive in what work it has a local interest; and how by promoting that, it at the same time advances the general prosperity of the whole State, and does itself no injury.

FIRST DIVISION.

It is very obvious that our *most available* mineral wealth should as speedily as possible be brought to market. If we have any mineral for which the demand is constant, and from the sale of which the return is speedy and sure, we should make our *first* efforts in providing facilities for the transportation of that article. Now we happen to have such a mineral. Our coal-fields in Chatham are worth millions of dollars. We have there bituminous, cannel, and anthracite coal of the very first quality. Our bituminous coal particularly has been tested, and is found to yield fifty per cent. more gas than any other yet used in the northern gas-works; while it possesses the invaluable quality of not being liable to spontaneous combustion, and is therefore peculiarly fitted for sea-steamers.

Our beds, now opened, lie on the Deep River, a tributary to the Cape Fear. Hence the great and commendable efforts that have been made to improve the navigation of the Deep River. Supposing it to be navigable (as we have every reason to think it soon will be,) the coal can find its way by water to Wilmington. But this furnishes but a partial and insufficient outlet, which, in very dry seasons, might fail us for a time altogether. If (as is probable) large manufacturing towns should spring up in the coal region; and if the general government should there establish extensive works, in a foundry and armory (and no better place can be found in the United States for such a purpose,) it is very plain that we must increase the facilities for the communication of Chatham county with the sea.

Let us now inquire, what have we done to this end? A road is chartered, and will be built from Beaufort, by New Berne and Kinston to Goldsborough. This brings Beaufort nearer the mines of coal. What more should we do? *Extend this road from Goldsborough to the coal-fields.* We put this down then as the *first* work we ought to perform. But there is another almost if not quite as important; that is to make *a railroad from Fayetteville to the coal-fields;* and for this surveys are making. Suppose the road from Goldsborough by New Berne to Beaufort to be done, let us look at the effect of the two roads to the coal-fields, from Goldsborough and Fayetteville respectively. We have the two commercial towns of Beaufort and Wilmington. What will be the facilities for reaching each?

Wilmington will have *two* modes by which the coal may come to her; nay, we may say *three*, viz:

1. By the waters of the Deep and Cape Fear rivers.

2. By road to Fayetteville, and thence by the river.

3. By road to Goldsborough, and thence by the Wilmington and Raleigh road to Wilmington.

To these, our system contemplates presently the addition of a *fourth*, better than either. But for the present these will suffice. That Wilmington will ultimately make for herself the fourth, hardly admits of a doubt among those who know her public spirit. Beaufort will have *one* mode, entirely by rail, which, for the present, will probably be sufficient, and at any rate is *indispensable.* But the system contemplates the introduction of another; and it is one of the most important works calling for immediate performance. This is a road from Beaufort direct to Fayetteville, through the counties of Onslow, Duplin and Sampson. It belongs to the first division of our classification. With this road constructed, Beaufort would have two modes of reaching Chatham, and our coal-fields would have all the communication desirable with both our sea-ports.

The first works to be built, therefore, we respectfully submit, are these:

1. Let the road from Beaufort through New Berne to Goldsborough be pushed on to completion without delay.

2. Extend the road from Goldsborough to the coal-fields.

3. Build the road from Beaufort to Fayetteville.

4. Let the contemplated road from Fayetteville to the coal mines be built as soon as possible.

And here it may be well to remark that we begin on the East, because it is desirable to begin *on the coast*, and build westwardly, for the reason, that just as fast as the road proceeds, it affords a market to the country through which it is built, and thus from its very commencement begins to be of some use, and to yield some return. Supposing the roads from Beaufort to Goldsborough, and from Fayetteville to the coal-fields, to be provided for by the measures already in progress—the number of miles remaining would be: from Goldsborough to the coal-fields about seventy miles, and from Beaufort to Fayetteville about 125 miles.

Having thus provided an outlet for our most available mineral, and therein consulted the interests of both the sea-ports we would build up, we proceed to the

SECOND DIVISION.

The speediest possible communication in a direct line with our own West is an object of great importance. The "central" road (as it is called) from Goldsborough in a semi-circle around to Charlotte, however valuable as part of our proposed system, does *not* accomplish this desirable end, and never can; there is too much of the State lying south of the greater part of it, and instead of carrying us west, it takes us south at one end, into South Carolina; and at the other, or on the way to it, into Virginia. But the object is to reach the remotest West as soon as we can. We have proceeded as far as Fayetteville on one line, and to the coal-fields on the other; from which of these points shall we first start in going westward? We answer, that to us it seems best to start from the coal-fields, for these reasons:

1. It is more westward than Fayetteville, and thus something is saved in distance.

2. It passes more through the centre of the State. A more southern line is also needed, as we will presently endeavor to show; but it would perhaps be premature at this stage of our progress to build it.

3. The immense iron region west of Chatham needs a ready communication with the coal mines.

We would therefore in this second division construct—

1. A road from the coal mines to Salisbury.

2. A road from Salisbury to Shelby, Cleaveland County.

3. From Shelby, through Rutherfordton to Asheville.

It will thus be seen that we have now opened Ashville with the intervening country to both Wilmington and Beaufort. This road will be from the coal mines to Ashville about 200 miles long.

THE FLORA MCDONALD.—We learn from the Wilmington papers that this new boat, owned by the Cape Fear Company, arrived there on Tuesday last. The Herald says that "her accommodations for passengers are very superior; being upon the upper deck, and fitted up in a rich and tasteful style. Can accommodate thirty first class passengers very nicely. There is a fine, airy saloon besides, which of itself is a feature. The furniture, bedding, &c., is, of course, new and rich."

FOR THE OBSERVER.

Pursuant to previous notice, the Whigs of the lower Regiment of Richmond County met at Laurinburgh, on Saturday, 17th inst.; and upon motion, Duncan McLaurin, Esq. was called to the Chair, and Duncan McIntyre acted as Secretary.

J. G. Blue, Esq. being called upon, explained the object of the meeting, in a few pertinent remarks.

On motion, Dr. R. D. Dickson, Stafford Gibson and F. McLeod were appointed a committee to prepare resolutions for the action of the meeting. The committee having retired for a short time, returned and reported the following preamble and resolutions:

WHEREAS, It is proposed by the Whigs of Robeson County to hold a Convention at Floral College, on Tuesday, 27th inst., for the purpose of selecting a suitable Candidate to represent the Senatorial District, composed of Richmond and Robeson, and have appointed delegates to the same—

Resolved, That delegates be appointed to meet said delegates at the time and place above mentioned.

And whereas, it is all important that the Senator from this District should be a warm advocate for the proposed Rail Road from Whiteville, by the way of Lumberton, Rockingham, and Wadesborough to Charlotte, or some other point on the Central Rail Road.

Therefore Resolved, That our delegates be instructed to pledge us to no man whose locality and interest, as well as his pledge, would not bind him to support the said Road.

Resolved, That while we are willing that Robeson shall have the Senator, yet it is indispensably necessary that they bring out a Candidate upon whom the friends of all the prominent gentlemen spoken of, will cheerfully unite, so as to prevent having two candidates in the field, thereby jeopardizing the election of a Whig, which our brother Whigs of Robeson would deprecate, as they have "a just appreciation of the high and conservative principle of the Republican Whig party, and the great importance of the next Legislature of North Carolina."

Resolved, That our delegates are instructed to inform the Whigs of Robeson should they suffer more than one candidate to run, that we shall consider ourselves absolved from all obligations to support the nominee.

Resolved, That in order to secure a united support, we suggest to the Convention the propriety of adopting the two-thirds rule.

Resolved, That the Chairman appoint a committee of three to select 12 delegates to meet our brother Whigs of Robeson at Floral College on the 27th inst.

In accordance with the above resolution the Chairman appointed Col. J. C. McLaurin, Samuel J. Gibson and James P. Smith, as a committee of three to select delegates, who returned the names of the following gentlemen as suitable delegates: J. G. Blue, Esq., F. McLeod, John Gilchrist, D. K. Monroe, J. P. Smith, Stafford Gibson, M. W. McNair, M. McKinnon, J. L. Fairley, L. W. McLaurin, A. J. McQueen, Daniel McKinnon.

On motion, the following resolution was added:

Resolved, That the delegation from the lower Regiment be authorized to fill up vacancies, should any occur by the non-attendance of any of the delegates from Richmond.

Upon motion, it was

Resolved, That the proceedings of this meeting be published in the Fayetteville Observer and N. C. Argus.

And upon motion, the meeting adjourned.

DUNCAN McLAURIN, Chm'n.
DUNCAN McINTYRE, Sec'y.

MARRIED,

At Lilesville, in Anson county, on Sunday evening last, by James A. Liles, Esq., Mr. WM. W. TAPSCOTT to Miss HARRIET H. PAUL.

DIED,

On Tuesday evening last, at the residence of her father, Col. Jno. McRae, MARY, wife of Samuel Langdon, Esq. of Smithville, aged 27.

Endowed with a mind highly intellectual, yet gentle and unobtrusive in her manner, she was the ornament and pride of the family circle, and beloved by her associates.

At an early period she entered into the service of her Redeemer, and the virtues of her life, her meek resignation to the will of God, and the quiet of her death, all gave assurance that her confidence and hope in Him had not been misplaced.

"Tho' I walk thro' the valley of the shadow of Death, I will fear no evil—for *Thou* art with me: thy rod and thy staff they comfort me."—COM.

In this town, on the 20th inst., at the residence of her son-in-law, Mr. J. B. Walton, Mrs. MARY GAMBOL, aged 73 years.

In this town, on Tuesday last, Mr. JOS. BROOKS-BANK.

In Wilmington, on Monday last, Mrs. MARY H. LIPPITT, in the 50th year of her age, relict of the late William H. Lippitt.

On the 14th inst., at Meltonsville, in Anson county, Mrs. ADALINE BIVINS, wife of John Bivins, and daughter of Wilson Chambers, in the 26th year of her age.

In Raleigh, on Monday afternoon last, JANE HAYWOOD, infant daughter of Hon. Sion H. and Jane F. Rogers, aged about three months.

In Edenton, on the 11th inst., Mrs. MARGERET L., consort of Dr. Thomas D. Warren, aged 27 years.

COMMERCIAL RECORD.

ARRIVALS.

ORRELL'S LINE.—June 21, Str Sun, with goods for A W Steel, J H & J Martine, S J Hinsdale, E J Hale & Son, Blounts Creek Co, Rankin, Donald & Co, Amberg & Co, M Q Waddell, J Ottarburg, J D Powell, R M Orrell, W H Lutterloh, F J Hill, J W Dick, G McNeill, T S Lutterloh.

INTERNAL IMPROVEMENTS IN NORTH CAROLINA.—(*Concluded.*)

THIRD DIVISION.

We are now prepared to extend ourselves westward from Ashville; and this we would propose to do in *two* directions. We will speak of them in order:

1. To the north-west to Newport in Tennessee, thus connecting our sea-shore with Knoxville, and the adjacent country. This we think is in progress. Knoxville has already called for this.

2. To the west through Haywood, Jackson, Macon and Cherokee counties to Chatanooga. This is a most important link for a reason which we will proceed to explain. The works in progress from Chatanooga to Memphis will soon be completed. If we make this link we connect the Mississippi with the harbors of our own State. But there is another advantage in this connection with Chatanooga far greater still. *We shall have completed railroad communication from our own ports nearly half way to the Pacific.* While others are talking about it, we shall have done nearly one half of it on the *shortest line* (almost straight) that can be taken, and in a region where no severity of winter will obstruct it. From Memphis westward a road is in progress across Arkansas, and the report of the engineers who accompanied General Kearny in his march from Memphis to the shores of the Pacific, shows that the continuation of this road is perfectly feasible to the western ocean. Indeed, the present writer heard from General Kearny himself, that there were no difficulties in the way he travelled over, greater than had already been overcome on some of the roads already constructed in the eastern part of the United States. Let the reader cast his eye on Johnson's outline map of that portion of the continent over which railroads have been projected from the Atlantic to the Pacific, and he will see:*

1. That our own State furnishes the nearest point on the Atlantic coast, at a good harbor (Beaufort), and by the nearest approach to a straight line.

2. That the road is *nearly half built* when the connection is complete between Beaufort and the western boundary of Arkansas.

3. That if we connect ourselves promptly with Chatanooga we shall be in advance of all other roads to the Pacific from our eastern shores.

But there is yet another work in this third division. We return to the east and take another point from which to travel west. We now go back to Fayetteville and commence a road through Rockingham in Richmond County, Wadesboro' in Anson, and Charlotte in Mecklenburg, to Shelby in Cleaveland, where we shall join the road to Ashville, already named in the second division.

But it may be asked, why build *two* roads to the west? We answer:

1. Because both will be wanted for our western trade. *One* road will not accommodate it.

2. Because without this southern line, a large region of country through which it passes will be unaccommodated with any means of trade and travel, while all the rest of the State will be supplied.

3. Because it is a link in the almost straight road from the Atlantic to the Pacific; and that road must obviously be made *as short as possible.*

But it has been objected to this road that, running so near our southern boundary, the trade upon it will be diverted to Charleston: that there is but one tier of counties between it and the South Carolina line. Imaginary lines of boundary or tiers of counties cannot, it is believed, settle a question of this sort. A railroad is used or not, according as it will or will not serve the convenience or advantage of individuals. It is very obvious that if South Carolina is allowed to tap us nowhere else but where she now does, at Charlotte, our produce can seek Charleston from no other point in the road but Charlotte. But why should it seek it from there, when Wilmington is much nearer, and will be accessible by an equally good road; and Beaufort is as near, over a road equally good, and with a far better harbor than that at Charleston? We therefore think the apprehended evil will not exist.

The work in this division therefore will be as follows, viz:

1. Ashville to Newport. In progress it is believed.

2. Ashville to Chatanooga.

3. Fayetteville to Charlotte and Shelby.

These roads combined will be about 300 miles long.

FOURTH DIVISION.

Virginia having no less than three drains upon North Carolina, it will not be iniquitous should North Carolina in return, establish one at least on her. She has the power to do so. A glance at the map of the State will show, at no great distance from its north-west corner, the town of Abingdon in Virginia; and the region of country in which it is placed is, agriculturally, very important. The map will further show that the point on the sea shore, nearest to Abingdon, is our Wilmington, and the next nearest, our Beaufort. We therefore propose a road from Salisbury to Abingdon. We shall then have three lines, entering our State over its western boundary, one at each extremity, and one in the middle of it. These will open to us Eastern Tennessee and Western Virginia.

In this division we include two other lines: one from New Berne, through Trenton in Jones County, to Kenansville in Duplin, where it will join the great western road that passes through Fayetteville; the other from Wilmington direct to Fayetteville. This last makes Wilmington independent of the river, should it at any time be too low for navigation; and shortens materially the communication of Wilmington with the west. This road is so important to Wilmington, that *it must at some time be built;* and when constructed, that town will possess in it, and the two roads she has already built, all the railroad facilities which are either desirable or permitted by her local situation.

This division, therefore, includes the construction of three roads, one at the west, and two at the east, as follows, viz:

1. A road from Salisbury to Abingdon, Virginia.

2. A road from New Berne, through Trenton, to Kenansville, Duplin.

3. A road from Wilmington to Fayetteville.

The united length of these roads will not exceed 240 miles.

We have now done with our proposed works *at the west*, and all we have suggested thus far, amounts to 665 miles of railroad. Let it be called 1,000 in round numbers; we shall have a word to say of this amount of construction hereafter.

We now turn to the east, to consider the

FIFTH DIVISION.

This is to accommodate the fertile region of the north-eastern part of the State. The Counties of Bertie, Chowan, Perquimans, Pasquotank, Camden and Currituck, all lie on the north side of the waters of Albemarle Sound. Washington and Tyrrell are on the south side. Hyde is on the north side of Pamlico, and Carteret at its southern extremity. All these counties are accessible by water from the harbor of Beaufort; and a regular trade might be advantageously kept up by a line of screw-propellers, constructed for the navigation, and plying between Beaufort and the following points: Washington, at the head of Pamlico River, the coasts of Hyde and Tyrrell, Elizabeth City; Edenton, Plymouth and Windsor. And it is not to be doubted that the regularity of transmission by such vessels as we have named, would bring a large and profitable trade to Beaufort, even from the counties north of Albemarle Sound. At present much of the trade of the region of country we have named, finds its way slowly, and not always safely, through Albemarle and the great Dismal Swamp Canal, to Norfolk. We think very much of it would more rapidly and securely find its way to Beaufort, were a proper and regular line of steamers established expressly for that trade.

Norfolk wishes to make a railroad to Edenton. This would be a *fourth* drain granted to Virginia; and, with those she already has, would give her about *one third* of the products of the State. It is to be hoped North Carolina will commit no such suicidal act of folly as is asked of her. Virginia has already had enough, and more than enough, from us.

But notwithstanding these advantages of water communication that have been mentioned; to complete a North Carolina *system* of internal improvement, designed as it should be to promote the benefit of her own citizens throughout the *whole* State, a line of railroad (fortunately not very long, and over a level country,) should be constructed, that would give to all our north-eastern section advantages of trade and travel such as will make them independent under all circumstances.

The towns of Washington, Plymouth, Windsor, Edenton and Elizabeth City, all have some trade, and are too important to be overlooked. The first named, especially, is a very flourishing and growing town, and its interests should be protected. These towns now are all confined to the in'et at Ocracoke; and after entering the sound, the voyage to any of them, with the single exception of Washington, is long, tedious, and not always safe. Give them, then, by every means possible, the benefit of the harbor and inlet of Beaufort. Let a railroad be constructed from New Berne to Washington, thence to Plymouth, thence to Windsor. From this place let it proceed northwardly into Hertford County and cross into Gates, at the first point where it could do so, above the broad part of the Chowan River: thence let it run in a direct line to Elizabeth City. Then, by bringing a road from Edenton, northwardly, on the east side of the Chowan, to strike this road to Elizabeth City, at the nearest possible point of contact, you link all these towns together, and connect them by rail with the harbor and inlet of Beaufort. This division, therefore, will include

1. A road from New Berne to Washington.
2. A road from Washington to Plymouth.
3. A road from Plymouth to Windsor.
4. A road from Windsor to the narrow part of Chowan River.
5. A road from the upper part of Chowan to Elizabeth City.
6. A road from Edenton to strike the Elizabeth City road.

The united length of all these is not more than 160 miles.

If these be added to the 1,000 miles of construction on the roads in the other divisions, we have an aggregate of but 1160 miles of railroad to be built, which, when built, will, in connection with our already existing roads, give North Carolina a more perfect system of railroad improvement than is now possessed by any State in the Union. For, as an inspection of the map will show, we shall have *three* roads reaching from the east far away to the west, and *four* crossing the State at different points from north to south; all tending to build up our own sea-ports of Wilmington and Beaufort; so arranged as to advance the interests of the majority of our existing towns; and affording the means of trade and travel to every part of the State.

And here, before we proceed to consider certain important practical questions, allow a repetition of the remark previously made, that valuable changes and improvements may most probably be made in some of the *minor* details of the system, as it stands presented to the eye on the map. The *time* of constructing particular roads may also be adapted to the convenience of the builders. But it is *a system*, and as such is offered by the writer to his countrymen, as embodying the *great features* we should keep in view. To the superior judgment and better information of those living on the several localities, is committed the matter of slight necessary alterations, or even of important ones, ever keeping in view these three governing principles, viz:

1. *To build upon a main stock, Wilmington and Beaufort.*

2. *To connect our west and west by as many lines as are necessary.*

3. *Not needlessly to make ourselves a terminus from which our neighbors, north and south, are to be perpetually drawing.*

With these principles steadily kept in view (and they surely are such as will commend themselves to every North Carolinian,) any modifications of the system are cheerfully left by the writer to the better judgment of his countrymen, in the belief that nothing truly worth preserving will be sacrificed, merely to meet local or sectional feeling.

But with the system, as it stands upon the map, let us now go into detail, and ask ourselves, supposing it to be completed as here suggested, how each portion of the State will be affected. I apprehend it will appear, that we can devise no other which will more impartially diffuse the benefits of railroads, and dispense their advantages to every part of the State.

We have in the whole State eighty-two counties: *of these, every one but twenty-two will actually have a railroad passing within its boundaries.*

The reader is desired to follow us on the map, and he will find, provided for, the following counties, named in alphabetical order, viz:

Alamance, Alexander, Anson, Ashe, Beaufort, Bertie, Bladen, Brunswick, Buncombe, Cabarrus, Camden, Carteret, Caswell, Chatham, Cherokee, Chowan, Cleaveland, Columbus, Craven, Cumberland, Davidson, Duplin, Edgecombe, Franklin, Gaston, Gates, Granville, Guilford, Halifax, Haywood, Henderson, Hertford, Iredell, Jackson, Johnston, Jones, Lenoir, Lincoln, Macon, Mecklenburg, Moore, New Hanover, Northampton, Onslow, Orange, Pasquotank, Perquimans, Person, Randolph, Richmond, Rockingham, Rowan, Rutherford, Sampson, Union, Wake, Warren, Washington, Wayne, Wilkes.

Here then are *sixty* counties, out of eighty-two, with a railroad actually in them, giving them communication with the State in all directions. More could not reasonably have been expected in so large an extent of country, unless the roads had been located *solely* with the view of furnishing each county with a portion. *Three fourths* of the State then, evidently, is here supplied, upon a general system which, while it thus benefits sixty counties, contributes also to the production of the greatest general good to the *whole* State.

Let us now look at the counties through which a road does *not* pass. But before we proceed to name them alphabetically, let us remark generally that there is not one of them, save Hyde and Tyrrell on the sounds, which may not, by a short lateral railroad, connect itself, at no enormous expense, with one or other of the lines delineated on the map. So that a day may come when, on this system, not a county in the State will be without its railroad. As it is, were the main lines on the map built, *plank roads* would bring every county through which they do not pass, into easy communication with them.

Burke.—The southern boundry of Burke is about fifteen miles from Rutherfordton, and about twelve from Shelby. Its northern is about thirty from Wilkesborough.

Caldwell.—This lies east of Burke, and its centre is not twenty miles distant from Wilkesborough.

Catawba.—Its southern boundary is close upon the line from Salisbury to Shelby; its northern not twenty-five miles from the line to Abingdon from Salisbury.

Currituck.—It has but to cross Camden (some ten or twelve miles,) to reach Elizabeth City.

Davie.—From its centre to Salisbury is not twenty miles.

Forsythe.—The road from Greensborough to Lexington passes very near its south-east corner.

Greene.—From Snowhill (the county town) to Kinston is some sixteen miles.

Hyde.—From Germantown to Washington is thirty miles. But this county, as we have already intimated, is so completely maritime, that it would find greater difficulty than its sister counties in connecting itself with the general system. It can, however, communicate with New Berne, Washington, and Beaufort, by water.

McDowell.—Its southern boundary is some ten miles distant from the line at Rutherfordton.

Madison.—Its southern and western boundaries are near the line from Ashville to Newport, Tennessee.

Martin.—The depot at Plymouth may be considered as much belonging to Martin as to Washington County. It is on the line.

Montgomery.—It has just north of its northern boundary the road from the coal-fields to Salisbury; and on the south the road passes through Richmond and Anson, from which its southern boundary is distant some fifteen or sixteen miles.

Pitt.—The road at Washington is almost on the dividing line between Pitt and Beaufort. The former county can reach it as easily as the latter.

Robeson.—It may reach the road at three points: between Fayetteville and Richmond County, at Fayetteville, or between Fayetteville and Bladen County, on the road to Wilmington. To either point the distance is small.

Stanly.—Concord on the west, and the line from Wadesborough to Charlotte on the south, are both within a short distance.

Stokes.—Its nearest point is Greensborough, from which its south-east corner is some twenty miles distant.

Surry.—This county has Wilkes on its West, and the nearest point at which it can reach a railroad is Wilkesborough. This place is about twenty miles from the west boundary of Surry.

Tyrrell.—This county, like Hyde, must depend chiefly on water carriage. The nearest railroad point to it is across Washington county, at Plymouth. The distance from Elizabeth Court-house is about thirty miles.

Watauga.—The road from Salisbury to Abdington almost touches it.

Yadkin.—The lower part of this county is not fifteen miles from Lexington in Davidson County.

Yancey.—This County is perhaps more disadvantageously situated than any of the others; it is about midway on our western State boundary between the road from Salisbury to Abingdon, and that from Ashville to Newport. Its southern line is about twenty-five miles from Ashville, and from Wilkesborough on the east, and Jefferson (Ashe County) on the north, its nearest point is about thirty miles.

It will thus be seen that, if localities removed from a railroad at distances varying from six or eight to thirty miles, are in sufficient proximity to be benefited by the road (as they certainly for the most part are), then there is scarcely a spot in the State which, upon the system proposed, would not share the benefits it might render.*

Next let us see how existing *towns* would be affected, for it is certainly desirable to build up all that we can. We will commence with the smaller, reserving the larger for more particular consideration. The following is an alphabetical list to which possibly more might be added, as for instance, in the counties of Alamance, Caswell and Jackson, of which our map does not show the county seats.

Asheville, in Buncombe.	Lincolnton, in Lincoln.
Clinton, Sampson.	Murphy, Cherokee.
Concord, Cabarrus.	Plymouth, Washington.
Edenton, Chowan.	Rockingham, Richmond.
Elizabeth City, Pasquotank.	Rutherfordton, Rutherford.
Franklin, Macon.	Shelby, Cleaveland.
Gaston, Northampton.	Statesville, Iredell.
Goldsborough, Wayne.	Trenton, Jones.
Greensborough, Guilford.	Wadesborough, Anson.
Hillsborough, Orange.	Warrenton, Warren.
Jefferson, Ashe.	Weldon, Halifax.
Kenansville, Duplin.	Windsor, Bertie.
Kinston, Lenoir.	Wilkesborough, Wilkes.
Lexington, Davidson.	

Here are no less than twenty-seven of our minor towns (and the number is probably greater), all of which would receive an impulse, and grow into increased prosperity by the system proposed. Let us now speak of the larger towns, beginning at the west.

Charlotte.—In the heart of the gold region, and stretching its iron arms to the four points of the compass, it would become the centre of larger operations, and grow at once into importance. It would become one of the great depots of distribution for the west. We should all be glad to see it, for it is a spot consecrated by the patriotism of our fathers. North Carolinians can never forget the Mecklenburg declaration of independence.

Salisbury.—This would become our other important western depot, and thither, would of necessity, find their way, the rich products of Western Virginia. Now, Wythe and the adjacent counties of Virginia, from which we would thus draw (because our line would be their shortest route to the sea), constitute one of the best agricultural districts of our northern neighbor. But this is not all; the connection of Salisbury with our coal-fields would bring an immense business from that region, for she would be the coal depot for all the country west of her.

Nor yet have we done. She would be our great and only town in the west, possessing the advantage of *forming the converging point for every road west of her.* She would have the benefit of every one of our *three* roads that cross our western boundary. She could not help becoming large and prosperous.

Fayetteville.—This is now one of our most important towns, and is full of public spirit. She is becoming wealthy now merely by her *plank* roads. Our system would only make her more important; for with one hand she would touch the sea at *two* points, while she would lay the other on the mountains. Besides this, the north is open to her, and she travels not far before she touches a region so rich in coal, that had we no other mineral wealth, that alone would make us a wealthy State. Her valuable western trade would be secured to her, without a possibility of its ever being diverted in another direction, and all this without injury to any other part of the State, and her increase would be alike large and rapid.

Wilmington.—This place, which so well deserves the prosperity its enterprise and liberality have already secured, would, on the system proposed, possess every advantage her position will allow. From the north, the south, and the west, she would gather her stores; her wealth would enable her to do all that human means can do to overcome her natural obstacles to a good navigation, and the only limit to her prosperity would be that created by causes which no skill or industry of man can remove. She would have no cause to entertain a jealousy of any other spot; for she would soon find that on a coast like that of North Carolina, and with a country like ours, stretching away to the westward 450 miles, amid coal, and iron and copper, and gold and silver; amid marble and sandstone and limestone, and soapstone and granite; over regions fit for tillage, and regions fit for pasture, rich in all vegetable products most useful to man, rich in the cattle upon a thousand hills, with an opulence and abundance marvellous even to those who know and love her, and incredible to those who know her not; she would find, we say, that there is ample room for her and others also. *Our* railroad and *our* sea-port would never suffice for the full development of our resources; and Wilmington is not so unpatriotic, so selfish, as to desire her own advancement solely, at the expense of the honor and prosperity of the rest of the State.

Raleigh.—The effect of the system we have proposed would be to bring this city, our seat of government, into easy communication with every part of the State; and afford her every advantage of growth and prosperity of which her inland situation admits. As the general prosperity of the State advanced, she would advance with it, and become a spot remarkable for the concentration of wealth, refinement, and intelligence. Raleigh would by insensible degrees, become the home of many men of means, leisure and letters, collected from various parts of our country.

Washington.—This place is now prosperous, and we should seek the increase of that prosperity. Her drawback (as we have stated, is Ocracoke Inlet. The object kept in view in the arrangement of the system has been, so far as the local interests of Washington are concerned, to afford her two advantages, viz:

1. By the railroad to the north of her, to give her what she never has had—a share in the trade of the "north counties;" and—

2. To give her the benefit of the outlet at Beaufort as well as of that she now has at Ocracoke.

She now draws produce from Pitt, Greene, and part of Edgecombe, by means of the river and plank roads; give her the trade north of Albemarle, and she would soon become a very important depot. She might ship either by Ocracoke as she now does, in small vessels, or might transmit by road to Beaufort, for shipment, such articles as would seek a direct European market. A portion of her commercial capital as well as that of New Berne, would undoubtedly find employment at Beaufort; but this would not impoverish either of those towns. In fact, if they should commit the great error of severing themselves from Beaufort, they will inevitably be ruined; for no contrivance of man will bring even small craft in at Ocracoke, always at a risk, when within 60 miles, there is a capital inlet, with no risk at all, admitting at once to a harbor where the vessel may discharge cargo, without a long and dangerous navigation through the sound, to find a port of discharge. Whenever capital begins to be concentrated at Beaufort, Ocracoke will begin to be abandoned by all but very small vessels.

New Berne.—This town, like Washington, may draw trade to it from above by the railroad, and also will communicate with the west. It will be identified in interest with Beaufort. Owners of capital, men employed in mercantile pursuits, may indeed reside in New Berne, many probably will, but their chief imports and exports will go through the inlet at Beaufort. Let us on this subject look to experience. An individual residing in New Berne is some 30 or 40 miles from Beaufort; he can therefore reach it by rail in little more than an hour. Now, hundreds of merchants are doing business daily in New York, whose residences are out of the city, and some of them more than 40 miles. They pass and repass every day by the railroad. The mercantile house in New Berne has but to establish its agency, warehouses and office in Beaufort; and the proprietor residing in New Berne may readily transact a very large business in Beaufort, and give it too, if he pleases, daily personal oversight. The fact is, New Berne and Beaufort, in matters of commerce, *must and will be one.* If Wilmington had a Beaufort near her, as New Berne has, can any sane man doubt, after seeing her liberality and enterprise, whether she would hesitate an instant in connecting herself with it by a railroad, and making it her commercial depot?

But, New Berne communicating with the west, would have another resource, similar to one proposed by Fayetteville. She would have the raw material for *manufactures*, and would doubtless engage in them.

But New Berne possesses another advantage to which we would now advert, as connected with internal improvement, though not with any railroad. *She has it in her power to connect herself with Beaufort Harbor by a water communication sufficient for large ships.*

Among the tributaries on the south side of the Neuse River in Craven is one known as Adam's Creek; an arm of the sea, constituting a part of the waters about Beaufort, is known as the North River, and makes up some distance into the land toward Adams' Creek. Some years ago, the general government ordered a survey of the country between these two bodies of water, when it was found that a *ship* canal from 6 to 10 miles in length would connect them, and thus unite the waters of Beaufort harbor with the rivers at the junction of which New Berne stands, and that it was quite practicable. Nothing however has ever been done toward the execution of the work.

Beaufort.—What we have already said in our previous pages explains the advantages of the harbor at this place for a large commercial city. It has never had means of communicating with the interior, and therefore has never been more than a small village on the sea shore. To make it a place of immense importance to North Carolina, it is only necessary to connect it with the interior by railroads. Its superior commercial advantages would then soon make it, not only the largest town in the State, but the largest city on the Atlantic south of New York. There should be as little delay as possible in connecting it with our remotest west, by a road much straighter and more direct than that known as "The North Carolina Central."*

There are three points on the waters of Beaufort Harbor all of which might be brought into immediate contiguity with deep water. These are Beaufort and Lenoxville on the one side of the harbor, and Shepard's Point on the other. In the opinion of the writer, *there is need of all.* No jealousy should be permitted to grow up between these several localities. They have a common interest, just as much as New York and Brooklyn have, and not unlike it. The road as it approaches the sea, should be made, by branches, to reach both sides of the harbor.

There is another consideration connected with Beaufort. It is the point on the Atlantic, presenting a good harbor, from which the *most direct line* may be run to the Pacific, as we have shown on Johnson's map. The road will soon be finished westward to the boundary of Arkansas. Should it, therefore, be taken up from that point, as being the line shortest and most easy of execution to the Pacific, what will not Beaufort become? The products of Asia and of California, at least in part, will be laid on our Atlantic shore at that spot; and thither too must the ships of Europe from the East come to receive them.

It seems to be conceded too, that the Southern part of the Union must have some port from which to carry on trade direct with Europe. Let a railroad from the Pacific join that across Arkansas, and it requires no prophet to predict that *nature* has decreed that Beaufort, with her noble and all-sufficient harbor, will be the great Southern emporium of commerce.

Of the large towns which we have named, we would, in conclusion say that the portions of the system which they are severally most interested to bring to speedy completion are as follows, viz.:—

Wilmington.—The road from Asheville, through Charlotte to Fayetteville.

The road from Fayetteville to Wilmington.

Fayetteville.—The road from Fayetteville to Charlotte, and thence west.

The road to the Chatham coal fields.

The road through Sampson and Duplin to Beaufort.

New Berne.—The road from Beaufort through New Berne to Goldsborough.

The road through Trenton to Kenansville in Duplin.

The road through Washington to the "North Counties."

Raleigh.—The road to the Chatham coal fields.

Salisbury.—The road to the Chatham coal fields.

The road to Shelby in Cleaveland County.

The road to Abingdon, Virginia.

Charlotte.—The road from Chatanooga to Fayetteville.

Washington.—The road from New Berne to the North Counties.

And possibly a road from Washington to Goldsborough, which would open the west to her.

Wilmington and New Berne.—The road from Goldsborough to the coal fields.

We feel that we are trespassing, and, therefore, hasten to a close. We have seen that the whole system here proposed, requires the construction of 1160, or, in round numbers, 1200 miles of railroad. We think it would be less, but let it be as we have estimated. And here the timid and the doubting, and those not familiar with the effects of railroads judiciously located; those who have never seen towns grow up from nothing and others leap, as if by magic, from an insignificant and sickly existence, to wealth, population and importance, all these will be ready to exclaim, *"there is a lion in the way."* They will ask, how is it possible for North Carolina to build 1200 miles of railroad? North Carolina, if she will but resolve on it, can, with her resources, resolve to build twice twelve hundred, and successfully execute her resolve.

Let us however, look at *facts.*

How many miles has Massachusetts built? Ans. 1207.

How many are in New York? Nearly 2500.

What has little Vermont done? Built 508 miles.

Some one exclaims, why compare us with these? These are enterprising *Northern* States. And has it then, my countrymen, come to this? Are we content to make the humiliating acknowledgment that we, as a people, are inferior to the northern portion of our countrymen? Did our fathers make any such acknowledgment in the battle-fields of the revolution? Who drove back the enemy from our soil, when he came a victor from the plains of South Carolina? Who never permitted him to subdue our State? Where was the spot, known by the enemy as the "hornet's nest?" Who accomplished the events which finally forced our foe to the surrender at Yorktown? Whose blood flowed and mingled in pools with that of northern men at Germantown, and Monmouth, and Princeton? Are we not of the revolutionary stock, that we now so readily concede an inferiority that our fathers never admitted by word or deed?

But (we next hear) they are so much richer than we. Not so, my countrymen. They have better improved the natural advantages God gave them: but intrinsically they are poorer than you. Not a State among them all has resources equal to yours. If they have more money than you have, it is simply because they improved their advantages to make it. Improve yours, and you may buy most of them twice over. Is it not strange that little Vermont, not much, if any larger than our old County of Buncombe was before we divided it, an inland State with no sea-port, no commerce, should have built alone, nearly half as many miles of railroad as all contained in the system I have submitted to you? But if we shrink from comparison with northern men, let us turn to the South; and how stands the case there?

Georgia, what has she done? Made herself the Empire State on the South Atlantic coast, by building her railroads. She has built about 900 miles, and is going on. She is not afraid to build 1200, for she has long since found out that railroads are making her rich. Is Georgia any better able to do it than North Carolina? Certainly not. And some of those who have helped to do this work in Georgia, would have helped us here at home, long ago, to do a similar work: for, alas! they are our countrymen, North Carolinians, driven away from our dear old State by the benumbing influence of that dreadful apathy which condemned *us* to stand still, when all the rest of the States were moving. And South Carolina. Is she our equal in population, extent of territory, or internal resources? Not in either; and yet she has built within her own borders 624 miles of road; she has reached beyond her borders and lent her help to tie Charleston to Memphis on the Mississippi: nay, she is willing to come into our own State and look to our coal region for her reward, when the distance of that coal from Charleston is greater than it is from our own Wilmington and Beaufort. If it is worth to her 300 miles of railroad to get it; if she can advantageously transport it that distance; is it not worth our while to make railroads to transport it a shorter distance and to a better harbor? But enough!

In carrying out this, or any other system, let me remind you, my countrymen, of a few facts, which will establish our ability to improve our whole State to the fullest extent it may require.

1. *All the work proposed is not to be done at the same time.* Select the most indispensable and work gradually. I know you cannot put 1200 miles of railroad under contract at once; but I know too, if you persevere, you can by degrees build every foot of it, and more too if necessary.

2. *Every inch of road, if you take care to begin at the right end in building, will, as fast as it is done, help you to pay for it, and to build more.*

3. *The chief expenditure of money in construction will come from all parts of the State alike.* Adopt a *wise* system to work out, and the State will help from its Treasury. No ruinous sums will come or be required from individuals.

Suppose it costs twelve millions of dollars to do it all, nay fifteen millions, employed not at once, but at intervals. Well, what then? Suppose that long before you have reached the end of the work, you find the property of the State increased in value thirty, forty, fifty millions. Have you, as one of the holders of that property, lost any thing? Has not your State credit enough to raise any part of the fifteen millions as she may want it? Yes, heaven be thanked, North Carolina has such a character for honesty and punctuality, that her bonds for more than fifteen millions would not be long in finding purchasers among capitalists.

I conclude, therefore, *we can carry out any system we may deem it wise to adopt.*

And now, my dear countrymen, I pray you take in kindness what I have written. Modify its details as your better wisdom may see to be necessary. I have but hewn the block into something like shape; its finish and polish I leave to you. My rude outline of a system, however, seems to me to combine the following advantages.

1. It incorporates into the general plan what we have already done.
2. It accommodates all parts of the State with trade and travel.
3. It builds up our towns and opens the *whole* country.
4. It makes commercial cities of our own.
5. It is not beyond our ability to execute gradually.
6. It may insure us one terminus of the Pacific Railroad.

Affectionately, my dear Countrymen,

Your friend,

A NORTH CAROLINIAN.

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*This map, on a reduced scale, will be found on the map of the State annexed to this pamphlet.

*We are not so minutely acquainted with the topography of that region at the west, lying in the triangle formed by our western boundary and the lines to Abingdon and Newport, as to be able to indicate the desirable railroad constructions there. We can only say, that when determined on by the residents of that region, their convenience should be consulted, and every facility afforded them. Some roads (short ones) are doubtless desirable in that region.

*It has afforded the writer of these pages great pleasure to find the views here expressed, advocated ably, by a writer in the Fayetteville Observer of April 3, 1854, under the signature of 'Carroll.' As Carroll is quite unknown to us, we have been the more pleased to find between us a coincidence of opinion; inasmuch as it shows that, without concert, two North Carolinians, alike uninfluenced by any pecuniary interests, have taken a similar view of this subject.

RAILROAD MEETING.

In pursuance of previous notice, the citizens of Rockingham and vicinity held a meeting in the Court House, on the 17th inst., for the purpose of taking into consideration the propriety of constructing a Railroad from Whiteville, in Columbus county, to Charlotte, in Mecklenburg county. Robert J. Steele, Sr., was called to the Chair, and R. S. McDonald appointed Secretary.

W. F. Leak, Esq., was called upon to address the meeting, which he did in an able manner, pointing out the advantages that would accrue not only to the county of Richmond, but to the other counties through which it would pass, as also to the county towns along the route, as well as Wilmington and the State of North Carolina.

On motion, the Chairman appointed W. F. Leak, James P. Leak, Mial Wall, Stephen Wall, and Col. W. L. Steele, a committee to report resolutions, expressive of the views of this meeting; who after, retiring a short time, reported, through their chairman, W. F. Leak, as follows:

WHEREAS, we are of opinion that the time is now at hand when North Carolina should wake up to the necessity of keeping pace with her sister States in the development of her great and varied resources, by the construction of a fair and liberal system of internal improvements: and whereas, to this end, meetings have been held in Wilmington and Charlotte, suggesting the propriety of a Railroad from Whiteville, in Columbus county, to the town of Charlotte, in the county of Mecklenburg: and whereas, it is proposed to hold a Convention of the friends of this route in Charlotte, on the 4th of July next:

Resolved, 1st, That a Railroad from Whiteville, passing through the county of Robeson, and thence through the Pee Dee counties, in the most direct line to Charlotte, thus giving to the town of Wilmington a direct communication to the Western part of the State, and ultimately, as it may be extended, with the Mississippi Valley—is a work of the first importance, not only to the State at large, but also to the counties through which it will pass, and meets with the unqualified approbation of the citizens of Richmond; and whether we take into consideration the average population and wealth, as well as the varied productions of the country, as also the further consideration that it looks to the concentration of the trade of the State within its own limits—presents itself with strong claims to the favorable consideration of the next Legislature.

Resolved, 2d, That we approve the propriety of a convention of the friends of this measure, and recommend that the chairman appoint forty delegates to represent Richmond in said Convention.

Resolved, 3d, We pledge ourselves that we will support no man for either branch of the Legislature, who is not only an open advocate for a fair and liberal system of internal improvements in general, but of this route in particular.

After reading the resolutions, Col. W. L. Steele was called upon to address the meeting, which he did in a speech of some length, in an able and eloquent manner.

A vote was then taken upon the above resolutions, when they passed unanimously.

The Chairman, under the 2d resolution, appointed the following delegates, to-wit:—Maj. Jack McNeill, Daniel McKinnon, John Gilchrist, Jr., Milton McIntosh, Ferdinand McLeod, A C McKinnon, Col Chas Malloy, Dr Dickson, Col John C McLaurin, Duncan McLaurin, J G Blue, D C McIntyre, Malcom Blue, Noah Gibson, Rev Thomas Gibson, Matthew W McNair, Col J W Covington, James P Leak, W F Leak, John W Leak, W C Leak, R S McDonald, W B Cole, Col W L Steele, Mial Wall, B B McKenzie, Maj Wm E Smith, D B Nicholson, T Bostick, Dr John Malloy, Capt Joseph Hines, Jesse H Baldwin, P M Powell, Wm Stanback, B F Little, P N Stanback, Dr Robt J Steele, O H Dockery, James D Pemberton, A A Robinson.

On motion of Jas. P. Leak, the Chairman was added to the list of Delegates.

On motion of Jas. P. Leak, it was ordered that the proceedings of this meeting be published in the Wilmington, Charlotte, and Wadesboro' papers, with a request that the Fayetteville papers copy.

On motion, the meeting adjourned.

R. J. STEELE, SR., Chm'n.

R. S. McDONALD, Sec'y.

Who can Beat It?—James M. Parrott, Esq., of Lenoir County, owns a cow which gives *five gallons and one quart* of good rich milk per day. What makes this more remarkable, she is none of the "blooded breeds" such as "Durhams," "Devons," or other northern, or foreign stock. She is a native piney-woods cow, nor has she been stall-fed at all. She receives no food except common pasturage. If any one *can* beat this we would like to hear from such.

Mr. P. owns three or four of her calves which he would dispose of as a matter of accomodation *merely.*—*Goldsboro' Telegraph.*

New Wheat.—A cargo of 2200 bushels of new wheat left Portsmouth, Va., on Monday, for Baltimore. It is from the farm of Mr. Johnston, on Bay Shore, near Elizabeth City. The Portsmouth Globe says that Mr. Johnston is one of the largest farmers in North Carolina.

A female writer says "nothing looks worse on a lady than darned stockings." Allow us to observe that stockings that need darning look a great deal worse than darned ones—darned if they don't!

Somebody says Truly.—Somebody says that politeness is like an air-cushion—there may be nothing in it, but it eases our jolts wonderfully.

First Rate Advice.—The Charleston Standard, having private information to the effect that the prospect of extensive Coal fields in Anson county, is now more full of promise than ever before; and having measured the distance, and found that it is but twenty-eight miles from Cheraw to the promised land, (we mean coal fields,) stimulates the good people of Anson with such cheerful words as these:

"Let *them* (the Anson people) speed the work of discovery, and open their mineral treasures, and *Charleston* will soon *open the way to them.*"

Very disinterested truly! Capital advice, that! We have no doubt but that *"Charleston"* would be very much pleased to open the way to these and all the other "treasures" in the old North's casket. That is if the old Lady was fool enough to let her. We have something to say about this matter; and we say to our Anson friends:

"Speed the work of discovery, and open your mineral treasures, and *Wilmington* will soon open the way to them."

That has a better ring in our ear.

Wil. Herald.

Fashionable Pantaloons.—The Courier des Etats Unis says: "We saw, yesterday, in Broadway, a young gent complacently promenading the fashionable side, and proud in the possession of the first pair of trousers of a new pattern. The ground tint was gray; from the boot arose a design, representing the heights of Gibraltar, the waistcoat just covering the upper folds of the British flag, waving from the summit of a lofty tower. The left boot served as a base for Mount Vesuvius, in a state of eruption, torrents of lava rolled down the face of the mountain, inundating the region of the knees. The gentleman was rewarded for this exhibition by the curious attention of a crowd of street boys, who followed in the rear of the moving panorama."

One of the Species.—A "stick up" sort of a genius entered a shop in Philadelphia, and turning up his nose at some apples in the window, exclaimed: 'Are those apples fit for a hog to eat?' "I don't know; try them and see," was the instant reply of the shop-keeper.

A Western paper says: "About thirty years ago, Gen. Cass owned a farm in what is now the heart of Detroit, and, by simply 'holding on,' he has become the possessor of a fortune estimated at three millions of dollars."

A "Hard" politician at Concord N. Y., is reported to have lately said that he contributed $5,000 to help Gen. Pierce's election, and that he would now give double that sum to help to get him out of office. It was a poor investment of his money.—*Albany Argus.*

RED SPRINGS, Robeson County.

BY the 10th of July I expect to be prepared to accommodate 15 or 20 persons with Board, at the following rates:

Single Meal,	$0 35
Day,	75
Week,	4 50
Month,	15 00

The Medical properties of these Springs are so well known that description is unnecessary.

No intoxicating Liquors allowed on the premises

M. C. MACNEILL.

June 26, 1854. 8*2t

Carolinian and Argus.

AGRICULTURAL FAIR.

CUMBERLAND COUNTY, JUNE, 1854

THE Executive Committee of the Cumberland County Aricultural Society, give notice, that all persons holding Subscription papers are earnestly requested to make such collections as they can and to return, as soon as possible, the lists, with the amounts collected, to John P. McLean, Esq., the Treasurer of the Committee.

A suitable piece of ground has been procured for holding a Fair this Fall, the time when, and the list of Premiums offered, will be announced as soon after the first day of July as possible.

The *necessary preparations* require that the money be collected and paid to Treasurer.

EDW'D LEE WINSLOW,
EDW'D W. BARGE,
JOHN WADDILL,
THOS. J. ROBINSON,
A. A. McKETHAN,
NEILL McDUGALD,
JOHN C. SMITH,
HEC'R McNEILL, Rockfish,
C. H. COFIELD,
JOHN P. McLEAN,
G. W. PEGRAM,
A. D. McLEAN,

Executive Committee of the Society

June 21, 1854. 7-2w

W. H. CARVER

HAS just received, and now offers for sale
300 Sacks Salt.
1,000 bushels Corn.
5,000 lbs. N. C. Bacon.
1,000 " " Lard.
1,200 " clean Rice.
20

OBSERVER.

FAYETTEVILLE.

MONDAY EVENING, JUNE 26, 1854.

For Governor,

GEN. ALFRED DOCKERY,

OF RICHMOND COUNTY

FOR THE HOUSE OF COMMONS,

JAMES BANKS.

RALPH P. BUNTON.

GEN. DOCKERY'S APPOINTMENTS

[illegible]ough, Friday, June 30

[illegible], Saturday, July 1

[illegible], Monday, July 3

[illegible]on, Wednesday, July 5

[illegible]a, Thursday, July 6

[illegible]ville, Friday, July 7

[illegible]sborough, Saturday, July 8

[illegible]on, Monday, July 10

[illegible], Wednesday, July 12.

[illegible], Friday, July 14.

[illegible]gton, Saturday, July 15.

[illegible], Monday, July 17.

[illegible]fordton, Wednesday, July 19.

TOWN MEETING.—A very large Town meeting was held on Thursday last. We have not received the proceedings, but the Chairman was directed to appoint 50 delegates to the Charlotte Convention, and a resolution requesting the Town Authorities to take the sense of the Town as to the proposed subscription of $100,000 to the Western Rail Road was adopted almost unanimously.

An election for that purpose will be held on the 10th of July.

We complete in to-day's paper, the publication of the Plan of Improvement proposed to his fellowmen by a native North Carolinian, which is naturally and justly excited so much attention wherever it has been seen.

As it will undoubtedly have great influence on public sentiment, and will probably go far to shape legislation on the subject of rail roads, it should be as widely circulated as possible. We propose, therefore, further to contribute to that end by printing a pamphlet edition, of some thousands of copies, at a low price—say $6 per hundred copies, or 8 to 10 cents each for smaller numbers of copies. We have had some offers already, from liberal friends of internal improvement, for large numbers of copies for gratuitous circulation, and now solicit others. The number printed will of course depend in a measure on the offers given within the next ten or twelve days. It will make a pamphlet of 32 pages neatly printed, and will contain the skeleton maps of North Carolina and of the route to California.

A writer in the Wilmington Herald advocates very earnestly the proposed railroad from Whitesville to Charlotte. We have heretofore stated that we shall not oppose this or any other *North Carolina scheme* of improvement. We have our preferences, it is true; but we desire to see every part of the State benefited to the utmost possible extent by rail roads. Therefore, we have nothing to object to our friend's advocacy of his favorite scheme, the more especially as he favors a road from Beaufort by Fayetteville to connect with the Pee Dee road east of that river, and a road from Fayetteville to Salisbury. In speaking of the route between this and Rockingham, however, the writer says it is "as poor a country as can be found in North Carolina." The soil, it is true, is not very productive. But it is rich in those staples which have been the source of prosperity to Wilmington—naval stores, timber, and lumber—and which are now worked to immense profit in this part of the State. The decision of the questions of routes, &c., is in other hands than ours, and there we leave it.

ROAD TO CHARLOTTE.—A large meeting was held at Wadesborough on the 17th inst., in favor of the railroad from Wilmington to Charlotte. One hundred delegates were appointed to the Charlotte Convention.

The Wilmington & Manchester and Columbia & Charlotte Rail Roads will carry delegates to the Convention at Charlotte, without charge.

ANXIETY RELIEVED.—The Charlotte Democrat has manifested much concern that on account of Gen. Dockery's appointments, Mr. Bragg would not be able to visit the Pee Dee country—Mr. Bragg being represented as very anxious to be there and Gen. Dockery as very unwilling to permit it. Sundry other papers have also represented the General as having determined not to visit the mountains, being afraid of Clingman. Will any of them allow their readers to know that at the very time they were making their assertions Gen. Dockery's appointments disproving them all were on their way to the press for publication?

CANDIDATES.—Beaufort County.—Senate, Col. Joshua Taylor; Commons, J. R. Stubbs and Fred'k Grist. All Whigs.

GUILFORD.—John A. Gilmer, Esq., is the Whig candidate for the Senate.

Ashe, Surry, and Watauga. For the Senate, Frank McMillan, Whig, Geo. Bower, Loco. For the Commons in Ashe, B. C. Calloway, Whig, Alex Gentry, Loco. In Watauga, Jonathan Hamilton, Whig.

Mr. C. T. N. Davis, the Whig nominee for the Senate in Burke, Caldwell and McDowell, is represented in the last Carolinian as a "Clingman Whig." The Salisbury Banner says he is not—that he is a "federal Whig." The truth probably is that Mr. Davis *was* for Clingman whilst the latter was a Whig. He is one of those, (and we hope their name is legion,) who stood by Mr. Clingman as long as he *professed* to be a Whig, but does not choose to follow him when he *openly* deserts to the enemy.

The steamer Fanny Lutterloh, having been handsomely repaired, painted, &c., presenting a very neat and comfortable appearance, has resumed her place on the river. She started for Wilmington this morning.

There seems to be a panic in the stock and money market in New York. Every species of stocks goes down daily.

Our thanks are due to Hon. T. L. Clingman, for a pamphlet copy of Mr. B. M. Edney's letter to President Fillmore, dated Feb. 3, 1853; and from which we learn that the *pious*, the conscientious, the veritable Alfred Dockery, offered, with others, the said B. M. Edney, a bribe of *four hundred dollars*, to leave Washington, and take the stump for Mr. Kerr, who was then a candidate for Governor. The letter will appear in our next issue.

A more corrupt, unscrupulous politician never existed, than this same Alfred Dockery!

Raleigh Metropolitan.

This is the first we have heard of "Mr. B. M. Edney" for several months—the last previous notice of him being, that he was in Kentucky, busily superintending his jack-ass interests, which have been so prominent in the public mind ever since (in the language of another,) he "carried one such animal to Pernambuco and brought back a cargo of them," that one never hears of Gen. Edney without at once thinking of jackasses.

But in regard to the above "astounding revelation" in prospect, the joint concoction of Gen. Edney and Mr. Clingman, it may not be amiss to re-publish the following letter from the same Gen. B. M. Edney, which was inserted in the Observer of Aug. 12, 1852:—

A CARD.

WASHINGTON, Aug. 6th, 1852.

To the Editor of the Register.—Sir: I am informed, that it is stated in the "Standard," or in an extra issued from the "Standard" office, that an offer has been made me in this city, by a Subordinate in the Navy Department, and by certain Whig members of Congress, from the State of North Carolina, of one thousand dollars, to go home and take the stump for Kerr and the Scott ticket.

I ask the favor of you to say that the above statement *is totally destitute of truth.*

Very respectfully, B. M. EDNEY.

We leave it to Mr. Clingman and Gen. Edney to reconcile the letter of 1852 with that of 1853, with the single remark, that if Gen Dockery had given money for any such purpose, he would have manifested much less wisdom than we give him credit for.

CHARACTERISTIC.—The Wilmington Journal is not at all pleased with the card of the Edenton Whigs relative to the discussion at that place. It takes care *not to publish it*, but republishes the Bragg certificate. Most of the Whig papers in the State have published both. *They* are not afraid of the latter.

The Journal, suppressing the card, publishes half-a-column of comments seeking to discredit it, because of its publication *"two months and two days* after the discussion." The Journal there again suppresses the truth. Why did it not state that Mr. Bragg's denial, rendering this card necessary, was made *one month* after that discussion, and made at this place, a very considerable distance from Edenton?

THE HALIFAX "RABBLE."—A great outcry has been made by the Locofoco press because Gen. Dockery spoke in Halifax on the day when a man was hanged, thereby, according to them, making speeches before and soliciting the votes of the "rabble." It turns out however, according to the Halifax Locofoco paper that Gen. Dockery spoke in the Court House and when the "tolling of the bell" announced the time of execution *none but Whigs* remained in the Court House to hear him. The Democrats, the "rabble," as their party papers call them, went to the execution.

GEN. DOCKERY AT SALISBURY.—The Watchman in its account of Gen. Dockery's speech at Salisbury on the 25th says:

"We have seldom heard a speech, which for good sound sense and force, excelled the effort of Gen. Dockery. He is not a pretty speaker—attempts no sublime flights and revels in no regions of fancy, but like a plain, practical man as he is, addresses himself to the common sense of his hearers in a manner which all can understand, on subjects they can comprehend—leaving clear and distinct impressions of his positions, and of what is right and wrong in respect to the particular measure advocated or condemned.

He is one of the people—a plain spoken honest man who fearlessly avows his sentiments, clearly and forcibly. He not only convinces the minds of his hearers, but animates their feelings and enlists them warmly in the success of the measures he advocates. Rely upon it, General Dockery will hear a good account from this section of the State at the August election."

Mr. Bragg was unwell and confined to his room. He had spoken on the previous day at Gold Hill; Gen. Dockery on the same day at Mt. Mourne, Iredell county.

The Wilmington Journal affects much alarm lest Whig opposition to a "judicious system" of internal improvements may drive the State into extravagant and useless investments. The Journal may dismiss its fears. The "judicious system" denounced by Whigs is a system of Mr. Bragg's which its advocate even has not the slightest idea of carrying out. For he says that it is ridiculous to talk of a system without borrowing money to carry it out, and that he is opposed to borrowing money.

Does the Journal entertain similar views?

THE MEXICAN TREATY RATIFIED.—The President has officially notified Congress that Mexico has agreed to the amendments made by the Senate to the Gadsden Treaty, so that the treaty is now complete, ratified, and binding on both countries. The President asks an appropriation immediately of $7,000,000, (the portion of the whole amount of $10,000,000, which is to be paid on the exchange of the ratifications.) The remaining $3,000,000 are to be paid when the boundaries of the territory ceded to the U. S. shall have been fixed.

THE CROPS.—The Salem Press and Greensboro' Patriot learn that the Wheat crops in their sections, now being harvested, are very fine both as to quality and yield. The oats, grass and corn crops are spoken of as unusually promising.

The President and family, Secretary Dobbin, and Senator Cass, have gone to Old Point.

The Supreme Court of Rhode Island has decided that the act of the late Locofoco Legislature, expunging the record of its conviction of Thos. W. Dorr for treason, is unconstitutional.

CENTRAL RAIL ROAD.—Gov. Reid and his Council have appointed the following gentlemen Directors for the State in the North Carolina Railroad Company: Charles F. Fisher, of Rowan, Nathaniel G. Rand, of Wake; Robert P. Dick, of Guilford; Robert Strange, of New Hanover; Wm. T. Dortch, of Wayne; Samuel Hargrave, of Davidson; John Berry, of Orange; and George S. Stevenson, of Craven.

All Democrats.

Messrs. S. F. Phillips and Wm. H. Washington, Whigs, appointed by the Governor and Council last year, are now dismissed from the Board, and Messrs. Berry and Stevenson, Locofocos, appointed in their places. A full board of Locofocos, not a solitary Whig, to manage a great State work, in which all parties are interested alike!—a work which owes its existence to the almost unanimous vote of the Whigs, and against which nearly all the Locofocos voted in the Legislature. It is even said that one of the Directors now appointed was opposed to chartering the road. Truly, this is putting the lamb in the keeping of the wolf. It is doing what Gov. Reid can do, in the most effectual manner, to break down internal improvements.

The immediate object no doubt is, to turn out Gov. Morehead from the Presidency of the Company. It was supposed last year that six Locos out of eight would have accomplished that darling object; but, failing then, the Governor trusts to no chance this time. He goes the whole.

CONGRESS.

In the SENATE, on Wednesday, Mr. Toucey and Mr. Bell spoke, the first in support of, and the other against, the President's veto.

On Thursday, Mr. Rockwell presented a petition of 2900 persons in Massachusetts in favor of the repeal of the fugitive slave law.

In the HOUSE OF REPRESENTATIVES, on Wednesday and Thursday, nothing more important than "personal explanations."

On Friday and Saturday, nothing important.

THE CONGRESSIONAL SQUABBLE.—Since the account which we gave on Thursday of the occurrence, almost resulting in a fight in the House, between Mr. Churchwell, Loco, and Mr. Cullom, Whig, both of Tennessee, further particulars have come to hand, exhibiting the scene in a still more excited and disgraceful aspect.

Mr. Churchwell, in allusion to a somewhat personal debate of the day previous, said, "my colleague [Mr. Cullom] inserted, in the report of that debate, language which he did not utter in the House, and which I pronounce false—infamously false——"

The remainder of the sentence was lost amidst shouts of "Order!" and the confusion which immediately ensued.

Mr. CULLOM, who sat about 15 feet from Mr. Churchwell, before the last word was pronounced sprung from his seat, and with fists upraised, and exclaiming "God damn you" and "damned fascal," made a desperate effort to reach Mr. Churchwell. He was instantly seized by his coat collar, legs and body, several voices calling out, "no words Cullom," "separate them," Sergeant at Arms," &c.

Mr. CHURCHWELL, too, was restrained from advancing towards his colleague. The persons in the main aisle formed an impassable barrier, apart from those who held the belligerents. Crowds quickly gathered around them, and the greatest possible excitement prevailed both on the floor and in the galleries.

The SPEAKER banged and rapped to order—loudly calling on gentlemen to take their seats.

The Sergeant at Arms rushed up first to Mr. Cullom, and next to Mr. Churchwell, holding up his emblem of office—the mace. Cries of order, order, were resumed, and the Speaker endeavored to restore quiet.

Mr. SEWARD moved that the House adjourn.

The SPEAKER said he would entertain no question until order should be restored, and again and again requested gentlemen to be seated.

Quiet was finally restored—Mr. Cullom returned to his seat, and Mr. Churchwell retired to the lobby.

Another account says that Cullom leaped over two or three of the members' desks. Churchwell *drew a pistol and cocked it.* Much excitement was produced among members by Churchwell's conduct, especially his entering the hall armed, and intending to commence a quarrel with his colleague.

On the next day, (Wednesday,) Mr. Churchwell apologised to the House for his breach of decorum and of the rules.

Mr. Cullom expressed regret that the unprovoked and unexpected attack upon him had precipitated him into a violation of the rules and order. Circumstances yesterday, said he, over which I had no control, and which I had contributed nothing to provoke by word or deed, elicited from me language which, perhaps, I should not have uttered. If I have violated the rules of the House, I ask them to be assured that it was out of no disrespect to this high forum. But, Mr. Speaker, the ebullition which I displayed upon that occasion was elicited by the exhibition of a deadly instrument, which was exhibited in connection with the remarks that were made, and I felt constrained to pursue the course which I did.

Mr. Millson offered a resolution to appoint a committee on the subject, but afterwards withdrew it.

Mr. Brooks gave notice of a resolution to the effect that any member who shall enter the House with concealed weapons shall be expelled by a two-thirds vote; and further resolved, that a suitable rack be erected in the rotunda, in which such weapons shall be placed, exposed to the inspection of the curious, so long as their owners are engaged in legislation.

This produced much laughter.

THE HOMESTEAD BILL.—The Washington Correspondent of the New York Express says:

"The homestead bill will pass. The anti-Nebraska senators have determined to support it upon the ground that it is an antidote to the slavery clause of the Nebraska bill, and will give the country to free labor. A caucus was held by Senators, on the subject, at which it was agreed to take up the bill to-day, or as soon as the vote on the Indigent Insane Bill can be taken, and keep it before the Senate till disposed of. Its passage will be forced on Saturday. Then both Houses will be ready to fix upon the day for adjournment."

The statements of these correspondents are not generally very reliable. But this agrees with previous apparently well-grounded statements. If the bill passes, as is likely, it will probably receive the President's sanction, as it is earnestly advocated by his official organ.

FROM EUROPE.—The Canada has arrived with Liverpool dates to the 10th inst. Cotton slightly advanced. Breadstuffs declined.

Intense anxiety prevails in regard to Silistria. The Russians have 70,000 men on the spot, and their assaults are continued day and night. They once made a practicable breach, which was repaired, a rise in the Danube having prevented the storming. Advices to the 25th ult. stated that the fortress might hold out for fifteen days. The commandant, Messa Pasha, threatens to blow it all up rather than surrender. On the night of the 27th the Russians made three attempts to storm, but were repulsed. The loss was fearful. Fifteen hundred were killed beneath the ramparts. The Turks also made dreadful havoc among the Russians, killing and wounding 4,500. The Turks defeated, on the 31st of May, 2,000 Russians at Slatina, killing 500. Other encounters are reported.

Late accounts from China state that the Imperialists had attacked the foreign settlements at Shanghai. This led to the storming and destruction of their camp on the 4th of April by the English and American forces. Of the volunteers two were killed and several wounded. All was quiet on the 12th of April.

FILLIBUSTERING.—The Memphis Whig learns that an expedition for Cuba will, in all probability, leave the United States during next month. That at the first effort ten thousand men will be landed and followed up by reinforcements to the number of 30 to 40,000.

Of the resources of those engaged the Whig says that it learns "that the available funds at the command of the friends of Cuban liberty amount to a little short of one million of dollars, while eight steamers and four sailing vessels have been placed at their disposal, and can be made ready for sailing at twenty-four hours' notice. They are also possessors of between eighty thousand and ninety thousand stand of arms, muskets and rifles inclusive. They also have, if we are rightly informed, about ninety field-pieces, including cannons, howitzers, and mortars, and are pretty well supplied with ammunition and side-arms." Number of men enrolled not less than 50,000. Gen. Quitman to command.

SUPREME COURT.

The following opinions have been delivered in the Supreme Court:

By NASH, C. J. In Coor v. Starling, in equity from Wayne, declaring Mrs. S. entitled to one third and C. E. Jones to the other two thirds of the surplus, &c. Also, in Odum v. Harrison, from Nash, affirming the judgment.

By PEARSON, J. In Bell v. Bowen, from Currituck, non-suit set aside and judgment for plaintiff. Also, in Kissam v. Gaylord, from Washington, directing a venire de novo. Also, in Heath v. Gregory, from Wayne, affirming the judgment.

By BATTLE, J. In Ward v. Simmons, from Carteret, affirming the order. Also, in McClees v. Sikes, from Tyrell, affirming the judgment. Also, in Green v. Dibble from Lenoir, affirming the judgment.—*Raleigh Star.*

Hard to Please.—Mr. Bragg at this place, complained that he was sick and tired of hearing the same identical speech from Mr. Dockery that he heard him make when he first met him in the East. We have no doubt it began to sound monotonous to the refined ear of Mr. Bragg, who had, according to the reports of his speeches furnished by papers of both parties, *changed* his speech very materially in different localities.—These locofoco leaders are strange men to get along with. Two years ago, they sent certificates over the State, to prove that Mr. Kerr *had changed* his speech. This year, their champion complains that Gen. Dockery *wont* change his speech, so that it may not grate so harshly on his refined and delicate ear.—*Greensborough Patriot.*

"General Dockery boasted at Greensborough that he was a religious man."—*Ral. Standard.*

General Dockery made no such boast, nor used any language that could be tortured into the meaning of a boast of the sort.

Greensborough Patriot.

One of our subscribers in Pike county, Illinois, in remitting by mail the amount of his subscription, writes—"Mr. Badger has gained considerable influence in this region of the country, from his late general speech on the Nebraska bill, in which he treated the subject of slavery in such a light, that it has worked out a complete reformation in regard to the heinous or ill treatment of slaves on all the thinking part of the people.

There will be a great rush to Nebraska as soon as the land is purchased from the Indians.—There are societies or companies forming to go from this and other free States, who swear slavery shall not exist there."—*Greensboro' Patriot.*

A Commissioner's Opinion of the Fugitive Slave Law.—A telegraphic dispatch from Cincinnati says that Mr. Carpenter, a United States Commissioner in that city, publishes a long communication in the Gazette, denying the constitutionality of that portion of the fugitive slave law making it the duty of Commissioners to issue warrants and hear cases. He says he has refused and will continue to refuse to issue warrants.—If Mr. Carpenter has conscientious scruples about executing the laws he ought to resign his office. Otherwise it will be the President's duty to remove him.—*New York Commercial.*

MARRIED,

In this town, on the 7th instant, by the Rev'd Mr. Frost, Mr. T. K. PHAGAN to Miss MARGARET PATTERSON. Also, on the 15th, by the same, Mr. WILLIAM NIX to Miss MARGARET JANE JONES. Also, Mr. ALBERT NASON to Miss MARENDY STRICKLAND.

DIED,

In this town, yesterday morning, SAMUEL, son of James T. and Martha D. Houston, aged 2 years and 3 months.

Departed this life, on the 23d inst., in the 24th year of her age, Mrs. MARTHA A. PHARR, wife of James J. Pharr, and daughter of Col. Wm. Hancock. She was born and raised in Moore County, N. C., was married in January, 1853, and in October of the same year emigrated with her husband to Tennessee, McNairy County, where within a few months, she suffered with a lingering and painful illness, all of which she bore with a great deal of fortitude and resignation. She has left a circle of weeping friends to mourn their irreparable loss.—*Com.*

In Wilmington, at the residence of Dr. F. J. Hill, on Sunday morning, 19th inst., Mrs. MARY WATERS, in the 84th year of her age.

In Raleigh, on the 23d inst., Mrs. EMELINE L. CULBRETH, wife of Rev. Dan'l Culbreth, in her 39th year.

At Greensborough, on Wednesday last, Mr. THOMAS C. ALBRIGHT.

In the vicinity of Salem, on the 16th instant, Mr. AUGUSTUS T. BONER, in the 30th year of his age.

PORT OF WILMINGTON.

ARRIVALS.

June 21.—Schrs Maria Ann, and Laura fm Hyde. 22.—Schr J C Manson fm Charleston, Ellen and Richmond fm Little River, Champion from Shalote, Margaret Jane from Lancaster.

FAYETTEVILLE MARKET.—June 26.

BACON—	9½ a 10	MOLASSES—	
BEESWAX—	24 a 25	Cuba,	25 a 26
CANDLES—E. F.	18 a 20	New Orleans,	37½ a 40
Adamantine	30 a 35	NAILS—	5½ a 6
Sperm	50 a	OILS—Linseed,	85 a 90
COFFEE—Rio,	13 a 14	Tanners',	60 a 70
Laguira,	a 14	SALT—	
St. Domingo,	00 a 00	Liv'p, (sack,)	1 75 a 2 00
COTTON—		Alum, (bu.)	a
Fair to good,	8¼ a 8½	SEED—	
Ordinary to mid.,	8 a 8¼	Flaxseed,	1 00 a
COTTON BAGGING—		Clover, per lb.	12½ a 16
Gunny,	13 a 15	SHOT—	
Dundee,	12 a 14	Com., pr. bag,	2 25 a
Burlaps,	10 a 12	Buck,	2 25 a
COTTON YARNS—		SPIRITS—	
No. 5 to 10,	17 a 18	Peach Brandy,	75 a 85
DOMESTIC GOODS—		Apple "	60 a 62
Bro. Sheetings,	7½ a 8	N.C. Whiskey,	45 a 48
Osnaburgs,	9½ a 10	Northern "	a
FEATHERS—	40 a 45	N. E. Rum,	40 a
FLOUR—		Jam'ca Rum,	$2 a 2 50
Superfine,	7 75 a 7 80	Fr. Brandy,	$2 a 3 00
Fine,	7 50 a	American Gin,	30 a 40
Scratched,	7 25 a	Holland do,	1 50 a 2 00
GRAIN—		SUGAR—	
Corn,	1 20 a 1 25	Loaf,	11 a 12
Wheat,	$0 a 0 00	Crushed,	10 a 11
Oats,	60 a	St. Croix,	9 a
Peas,	1 20 a 1 30	Porto Rico,	7 a 9
Rye,	1 10 a 1 15	New Orleans,	6 a 8
HIDES—Dry,	10 a 11	TALLOW—	11 a 12
Green,	4 a 5	TOBACCO—	
IRON—		Leaf,	none.
Swedes, co. bar,	5 a 5½	Manufactured,	8 a 15
Ditto, wide,	6 a 6½	WHITE LEAD—	$2½ a 2 50
English,	4 a	WINDOW GLASS—	
LARD—	10 a 11	8 x 10,	2½ a 2½
LEAD—	8½ a 9	10 x 12,	2½ a
		WOOL—	15 a 16

REVIEW OF THE MARKET.

Bacon—Very little change.

Cotton—No alteration to notice.

Flour—The market is somewhat variable. We continue former figures.

Peas—The market has become quite scarce.

Corn—Good fresh shelled Corn will command present advanced quotation.

Turpentine—Virgin 2 70, yellow dip 2 60. Spirits 37 to 38.

A letter from New York, 23d, says that there is no advance in cotton under the late news; middling uplands 9½. Fayetteville Flour $8 50 to 8 75. Common State Flour 7 25 to 7 75. Spirits Turpentine, sells at 40 cents from wharf. Rosin dull except for common, which is in demand at 1 70 to 1 75.

WILMINGTON MARKET.

Turpentine—virgin dip 3 25, yellow dip 3 10, being an advance of 5 cents on virgin dip. Spirits 41 cts per gallon. Stock light. Tar 3 35 per bbl. Fay. Flour sup. $9 per bbl. Bacon—Western Sides 8 cts.

COMMERCIAL RECORD.

ARRIVALS.

Frank & Jerry Line.—June 23—Str Evergreen with goods for E A Vogler & Co, Julian & Caldwell, Cross Creek Co, C Goddard & Co, S T Pfohl, E C Hall, Jos Conrad, J L Falkerson, Rockfish Co, T C Pfohl, E W Willkings, J Murphy, W H Lutterloh, Arnold, Turner & Co, S J Hinsdale, W Alfred, W N Tillinghast, J H & J Martine, Rev S DeSchweinitz, Cook & Johnson, W Sue, J Lash, J Johnson, Ray & Pearce, J S & A Gainey, A J O'Hanlon.

Cape Fear Line.—June 23—Str Chatham, with boat Cumberland in tow with goods for D H Davis, Dibble & Bro, W A Hunt, J M Worth, Woody & Dixon, J A Womack, D P Weir, J V & S Symons, J Miller, Lindsay Mines, Silver Hill Mining Co, Winbourn & Witty, J A Alford, Isham Cox, G W Williams & Co, A A McKethan, T C Dixon, Thos Byrnes, J H Hall, Henderson & Jackson, Tomlinson, English & Co, Stoker, Kirk & Co, B Coffin, A S Pitts, G W Johnson, New Market Foundry, F L Gorrell, A Brower, Snow Camp Co, Dr D Sloan, J Kendall, Martin & Castoe, J J Leach, Dillon & Johnson, G Makepeiece, W T Jenkins, Crumpler, York & Hamlin, S C & D Fox, J M A Drake, S Hatrick, Morison, Richardson & Co, Dr W W Haworth, E Belo, J Piggott, Elkin Manf Co, J Newlin & Son, Worth & Utley, J Worth & Son, Stafford, Clark & Dixon, J W Bitting, C W Andrews, Dr. Z Honeycutt, D Murphy, J H Thompson, A M Leary, N Gassett, S Young, Houston & Overby, M W Leary, C G Yates, D Dixon, E J Hale, A J McRae, D Hackney, H L Myrover & Co, Jones Watson, J A Craven, R S Long, Jenkins, Roberts & Co, S J Hinsdale, Deep River Co, A McLean, S E Johnson, P R & D C Harden, Tyson, Kelly & Co, H M Turner, A Lomax, H Worth, M W McNair, G J Allen, Ingram & Steel.

LUTTERLOH'S LINE.—June 23 and 24, Strs Fanny Lutterloh and Rowan, with goods for H L Myrover & Co, H Erambert, S W Tillinghast & Co, H & E J Lilly, J H & J Martine, J & T Waddill, Marsh & Gorrell, P Taylor, T J Johnson, McDonald & Whaley, E J Hale & Son, J R Whitaker, J Kyle, D & W McLaurin, Ray & Pearce, Troy & Marsh, A Coates & Co, C E Leete, B Rose, J H Hall, Jolly, Harris & Co, A D Taylor, J W Baker, Lutterloh & Co.

ORRELL'S LINE.—June 24, Str Sun, with passengers, and freight for Mrs S L Smith, Dr F J Hill, J N Smith, W H Haigh, S J Hinsdale, M J Allen, J G Cook, R M Orrell, J McDougald.

FRANK AND JERRY LINE: June 24—Str Southerner, with boat Gov Morehead in tow, and goods for Miss C Moore, J W Baker, F & H Fries, A J O'Hanlon, Cross Creek Co, G S Deming, Julian & Caldwell, E C Hall, G McNeill, H L Brantly, D McRae, J Shaw, J Moore, E J Hale, S C Davis, A B Jones, W H Carver, J Kyle, Jr, J & T Waddill, T S Lutterloh, Cook & Johnson.

DIVIDEND.

THE President and Directors of the Fayetteville and Southern Plank Road Company have declared a Dividend of 4 per cent., payable on and after the 15th of July next.

W. McL. McKAY, Sec'y.

June 26, 1854. 1t

ANNUAL MEETING.

THE Annual Meeting of the Stockholders of the F. and N. P. R. Co. will take place at the Town Hall, on Thursday the 29th inst., at 11 o'clock.

BANK STOCK for Sale.

26 SHARES Cape Fear Bank Stock for sale. Apply at this Office.

June 26. 8-3t

LABORERS WANTED.

200 HANDS, white or black, wanted to work on the Western Rail Road, near Fayetteville. The location is healthy, being on the high and dry sand-hills west of town.

JONES & BARBEE.

June 26, 1854. 8tf

Notice to Teachers of Common Schools in Robeson.

THE Committee of Examination of applicants for employment, as Teachers of Common Schools in Robeson, will meet at Lumberton, on Saturday 15th July next. Persons desiring to be examined will please attend.

JOHN MOORE, Chm'n.

June 23, 1854 8-3t

Carolinian and Argus copy 3 times, and forward accounts to John Moore, Lumberton.

CARTHAGE INSTITUTE.

SCHOOL will be re-opened in the male department of this Institution on the Second Monday of July, and the Session will close on the last Friday of November.

Tuition $8, $10, $12.50, and $15. A contingent fee of fifty cents will be added.

Boarding in private families and at the hotels, from $7 to $8 per month.

It is highly desirable that Students intending to join the school be present at the opening of the Session.

A. R. BLACK, Principal.

Carthage, Moore County, June 14, 1854. 8*3t

☞ **A School Teacher's Convention** will be held at Harrington's Academy, in the village of Carbonton, on the second Saturday of August. The object is to form a Teachers' association, for promoting the cause of Education in Moore. Speeches on appropriate subjects may be expected. Mr. Harrington proposes to give a dinner on the occasion. All Teachers in the County, both Male and Female, are respectfully invited to attend. Hour of meeting 10 o'clock.

A. R. BLACK,
DAN'L McINTYRE,
CYRUS HARRINGTON.

Moore County, June 21, 1854. 8

POTASH, for sale by

8] S. J. HINSDALE.

120.000 HARD and well burnt Brick, of large size, now ready for delivery, by

J. W. MATTHEWS.

June 26, 1854. 8-2t

TO DISTILLERS.

WE will pay the highest cash price for SPIRITS TURPENTINE, and request Distillers to give us a call when in market.

J. & T. WADDILL.

June 26, 1854. 8tf

KENTUCKY MULES FOR SALE.

I HAVE a lot of fine Mules now in this place, which I am offering at fair prices. I will be at Elizabethtown on the 27th inst., at Whiteville on the 29th, and at Wilmington about the 1st July. All those who are in want of good Mules will find it to their interest to see my stock.

J. L. HUTCHCRAFT.

June 23. 1tpd

Saratoga Water, for sale by

8] S. J. HINSDALE.

Linseed Oil and White Lead, for sale by

S. J. HINSDALE.

TEA.—Green and Black, best quality, for sale by

S. J. HINSDALE.

French Brandy, Port and Madeira Wine, for sale by

S. J. HINSDALE.

English and French Tooth Brushes, for sale by

S. J. HINSDALE.

Turkish Bathing Towels, for sale by

8] S. J. HINSDALE.

FLAVORING EXTRACTS.—Lemon, Rose, Vanilla, &c., for sale by

8] S. J. HINSDALE.

German Cologne Water, Bay Rum, for sale by

S. J. HINSDALE.

Preston's Yeast Powders, for sale by

8] S. J. HINSDALE.

Surgical Instruments, Magneto Galvanic Machines. A full assortment at

8] S. J. HINSDALE'S.

Lemon Syrup, Citrate of Magnesia, Hoofland's German Bitters, Seidlitz Powders, Corn Starch, Arrowroot, Tapioca, Hops, &c. For sale by

8] S. J. HINSDALE.

QUININE.—Fifty ounces pure and genuine, for sale by

S. J. HINSDALE

TO PHYSICIANS.

THE Subscriber offers for sale the following INSTRUMENTS, &c., all of which are of superior quality, viz:

Surgical Cases, Dental Instruments,
Trusses, Abdominal Supporters, Suspensory Bandages,
Syringes, Stethescopes, Speculums,
Obstetrical Forceps, Cupping Instruments,
Patent Pumps, Porte Caustics, Pessaries, Nipple Glasses and Shields, Galvanic Batteries.
Gum, Spring and Thumb Lancets, &c.

J. N. SMITH, Druggist.

June 24. 8-1m

Congress Water, Citrate Magnesia,

just received and for sale by

J. N. SMITH, Druggist.

June 24. 8-1m

NOTICE.

THE Subscribers intending to change their business, request all those indebted to them either by note or account to call and make payment by 15th July, as longer indulgence will not be given.

McDONALD & McMASTER.

June 24. 8-4w

NEW BOOKS.

THIS, That and the Other; The Dodd Family Abroad, by Lever; Woman's Influence and Woman's Mission; The Lamplighter; The Whimsical Woman; Peruvian Antiquites, translated from the Spanish by Dr. Hawks; The Miller and his Men. School books, &c., &c., just received by

E. J. HALE & SON.

June 24, 1854. 8-

The Trial of Matt. F. Ward.

A FULL and authentic report of the Testimony, Speeches, &c. in this celebrated Trial in Hardin county, Kentucky;—25 cents

E. J. HALE & SON.

TRUSTEE'S SALE OF LAND.

BY Virtue of a Deed of Trust to me exeuted by John B. Sutton, for purposes therein mentioned, I will expose to public sale, if not disposed of before, at the Court House in Carthage, Moore County, on Tuesday, July 25th, Three Tracts of Land, containing SIX HUNDRED ACRES, lying on both sides of McLennon's Creek, four miles southwest of Carthage, and on or near the F. & W. Plank Road. There are on the above tracts of land, a Dwelling with all necessary buildings; one Flour, and one Corn and Saw Mill.

Terms: One-third Cash, the balance one and two years' credit for approved notes.

D. JONES, Trustee.

June 20, 1854. 8*1t,sw5th

LAND FOR SALE,

THE Subscriber offers for sale Two Hundred and Fifty acres of land, lying between Little Rockfish and Puppy Creek, about fourteen miles from Fayetteville and about three miles from the Fayetteville & Centre Plank Road. The above land lies in three different tracts. Some portions of it are suitable for cultivation and the most of it is good turpentine land.

WILLIAM SHAW.

Cumberland Co., June 26. 8-*2tpd

Argus 2 weeks.

TRUST SALE.

BY virtue of a Deed of Trust, to me executed by Dr. John A. McNeill, for purposes therein mentioned, I shall proceed to sell at Floral College, on the 22d day of July next, four Mules, one Timber Wagon and Gear, one pair of Match Horses, Buggy and Harness, his stock of Drugs and Medicines and Goods, &c. in his Shop at the above place. Terms made known on the day of sale.

W. J. BROWN, Trustee.

June 24, 1854. 8*ts

$100 REWARD.

STOLEN from the subscriber at Rocky Mount, N. C., a large cream Horse, six years old, worth $300; also, one perfectly white horse, with a flesh skin mark on his breast. One of the suspected persons is of medium size, five feet, seven or eight inches high, has a dark goatee, dark eyes, much sunburnt, a plausible address, &c. The other suspected thief is a spare man, five feet, seven or eight inches high, shows his front teeth very plainly—which are large and wide, well dressed, has a down look when spoken to, quite gray for his age. $25 for each horse, and $100 for the thief.

WILLIAM B. RICKS.

June 22. 8-2t

WOOL ROLLS.

WOOL carded with dispatch at Blount's Creek Factory.

SHEETINGS,
Osnaburgs,
Cotton Yarn, and
Wool Rolls, for sale by

GEO. McNEILL.

June 1854. 7-tf

Economy the Road to Wealth.

By sending your Spirits to the Fayetteville Turpentine Depot, for storage, you can lie down at night and take a pleasant night's rest and get up in the morning assured that all is right.

THE Subscriber has made arrangements with the Fayetteville Mutual Insurance Company whereby all Spirits stored with him, whether for sale or to ship, will be under insurance.

His charge will only be ten cents a barrel when received in good order.

ISHAM BLAKE.

June 17, 1854. 6-3mi

Cape Fear and Deep River Navigation Company.

NOTICE is hereby given, that the Annual Meeting of the Stockholders of the Cape Fear & Deep River Navigation Company will be held in the town of Haywood, on the 3d Thursday in July next, being the 20th day of July.

H. A. LONDON, Sec'y and Treas'r.

Pittsborough, June 21, 1854. 7-tm

Western Rail Road Office,
Fayetteville, June 9, 1854.

THE Board of Directors of the Western Rail Road Co., have this day called for an instalment of 5 per cent. on the Capital Stock of this Company payable on the 15th day of July next; and also, another instalment of 5 per cent. on the same, payable on the 15th day of August next. Stockholders are requested to be prompt in paying the same.

JNO. M. ROSE, Treas. W. R. R. Co.

4]

WESTERN RAILROAD.
Notice to Contractors.

THE undersigned will receive proposals at their office in Fayetteville, N. C. until the 18th July, 1854, for the Grading, Masonry, Bridging, and Timber work on the first 30 miles of the Western Rail Road, located in the Counties of Cumberland and Moore.

The line is divided into Sections of two miles each, and Divisions of fifteen miles each. Proposals will be received for single Sections or Divisions.

The work embraces the first and second Divisions commencing at the Cape Fear River, excepting 1st, 2d and 3d Sections and the Trestle work on 4th, 5th, 6th and 7th Sections, first Division, already under contract.

The line passes through a healthy section of country, well watered, and timbered with the best quality of the long leaf Pine.

Maps, plans, profile and specifications may be seen at the Engineer's office, W. R. R. Co., Fayetteville, from and after the 20th day of June, inst., at which time and place blank forms of proposal may be obtained and such other information relating to the work as may be required.

SEYMOUR, RISLEY & CO., Contractors.

Fayetteville, June 12, 1854. 4-tf

STEDMAN & HORNE.
Dry Goods, Hardware, Groceries, &c.
FAYETTEVILLE, N. C.

WOULD respectfully inform the citizens and the public generally, that they have just returned from New York, and are receiving their Spring Stock of Goods, consisting of

Dry Goods, Groceries, Hardware, &c.

A variety of Hats, suitable for the season; Ladies' and Gentlemen's Boots, Shoes and Slippers; a large assortment of ready-made Clothing; a great many articles in the Ladies' line, and we would be pleased to have them to call and examine for themselves.

All orders sent to our care from our friends and customers will be promptly attended to.

March 30, 1854. 81tf

New Goods.

THE subscribers are now receiving into Store, a large and general

STOCK OF GOODS,

Which will be sold at wholesale or retail at small profits. Their Stock embraces

St. Croix, Porto Rico, Muscovado, and New Orleans Brown Sugars; A, B and C Coffee Sugars; Loaf, Crushed and Powdered Sugar and Coffee; Teas; Java, Laguira and Rio Coffee; Pepper, Alspice, Ginger, Nutmegs, Cassia & Ginger; Primstone; Indigo, Madder, Alkanatine and Sperm Candles; Sand, S. C. Soda; Ground Mustard; Fancy and Bar Soaps; Camphor, Borax; Cider Vinegar; Mackerel, in kits, halfdrills, and kits; Mess Pork; Molasses, Spring Stick Salt; Bread and Cut Axes; Turpentine Axes; Hackets, Scrapers and Peppers; Knife and Table Cutlery; Shovels, Spades and Forks; Steel and Iron; Nails, &c., &c. from Store, Nails, and Spikes; Wrought Iron; Hollow-ware, large assortment; Blacksmith Tools; Planes, Chisels, Cora Shellers, and Straw Cutters; Hoes, Shoes, and a Domestic Dry Goods; with almost every thing usually to be found in this market.

GEO. W. WILLIAMS & CO.

Feb'y 16, 1854. 72tf

[The cabin of the Cape Fear Steamboat Company is kept in the above building.

J. D. WILLIAMS, Agent.

Spirits Turpentine Wanted.

THE undersigned will pay cash for Spirits Turpentine, in good order, allowing only a fair margin to pay incidental expenses in sending to a general market.

When parties prefer to ship on their own account, the undersigned will make liberal cash advances for the usual commission on all Spirits and Rosin placed in their hands for shipment—giving the owner always the option to sell in Wilmington or ship to New York.

GEO. W. WILLIAMS & CO.

July 6, 1853. 8tf

ROCKFISH SHEETINGS,

BY the bale or half bale, for sale by

C. T. HAIGH & SON

July 13, 1852 8tf

1500 SACKS SALT,
20 Bbls. New Crop N. O. Molasses,
Nos. 2 Mackerel,

For sale by C. T. HAIGH & SON.

May 13 79tf

AT THE RED SIGN.
McDonald & McMaster

HAVE just received a full and complete stock of GROCERIES, PROVISIONS, &c., to which they would invite the attention of the citizens and surrounding country. They will sell low for Cash, or on time to punctual customers. They purchased their Goods for cash, and this will enable them to sell low. They have facilities that many houses have not; they have agents established in Baltimore and New York, who always advise them of any change in articles in their lines, and will purchase only when bargains are to be had. We keep always on hand a splendid assortment of foreign and domestic Liquors. Loaf, Crushed and Brown Sugars; Rio, Java and Laguira Coffees; Green, Hyson and Black Teas; New Orleans and Cuba Molasses; Table and Stock Salt; Bacon, Lard, Mess Pork, Mess Beef, Smoked Beef, Dayol Venison; No. 1, 2 and 3 Mackerel; Butter, Cheese, Flour, Meal, Corn, Oats, Tobacco, Candles, Coppers, Sidcraties, Indigo, Madder, Spice, Pepper, Ginger, Nutmegs, Cinnamon, Epsom Salts, Saltpetre, Hardware, Cutlery, Crockery, and Glassware, and a variety of other goods.

They take this method of thanking the community and their country friends for the very liberal patronage bestowed on them and intend, by selling goods now, to increase their former trade—always keeping in view that a nimble sixpence is worth a slow shilling.

Yellow Building, between the Market House and the Bank of the State, Gillespie Street, Fayetteville, N. C.

March 24, 1853. 78tf

Nick Williams's Rye Whiskey at wholesale or retail.

McDONALD & McMASTER.

Dec. 10, 1853. 52

NEW
SPING AND SUMMER GOODS
FOR 1854.

THE Subscriber is now receiving the largest and most complete assortment that he has ever called the attention of his friends and the public to; he would therefore say to all that may desire anything in his line that is FASHIONABLE and CHEAP to give him a call, as he desires to keep the "Nimble Sixpence" moving. His stock consists of a large variety of the different styles of FASHIONABLE HATS, to-wit:

Fur, Wool, Panama, Leghorn, Canton, Pedale, Rutland, China Pearl, and Palm Leaf,

which will be sold low for CASH.

—ALSO,—

A general assortment of BOOTS and SHOES for Gentlemen, Ladies, Misses, Youths, Boys, Children, Negroes and Servants. Please call and examine before you purchase.

J. C. THOMPSON,
Market Square.

March 17, 1854. 80-tf

SPRING 1854.
JAMES RYLE

IS now receiving his Spring Supply of Foreign and Domestic Goods, all of which has been purchased for CASH and by the Package will be offered at Wholesale or Retail at very low prices for Cash, or on time to punctual customers. On hand at all times, the best Bolting Cloths that are manufactured.—No. 2 to 10.

March 18, 1854. 80-tf

HOTEL.

THE subscriber having purchased the Hotel situated on the South-East corner of Court House Square, and lately known as Stuart's Hotel, would inform the public that he is now ready to accommodate boarders by the day, week or month. Having made considerable outlay in furnishing and refitting the Establishment, he hopes to be able to give satisfaction to all who patronize him. His Table shall be furnished with the best the market affords, his Bar with the best of Liquors, and his Stable with a plenty of good provender and faithful Ostlers.

J. A. GILCHRIST.

June 26, 1852 3-tf

COPARTNERSHIP.

UNDER the name and style of RAMSEY & BRO., the undersigned have this day become Copartners in the Dry Goods, Grocery and Hardware Business. Store opposite S. T. Hawley & Son, Hay Street, Fayetteville, N. C.

M. J. RAMSEY.
N. A. RAMSEY.

RAMSEY & BRO.,
Grocers, &c.,

HAY STREET, FAYETTEVILLE, N. C.

KEEP constantly on hand every thing in thier line of business, and will sell at the lowest rates. Country produce bought or taken in exchange for Goods.

All orders will meet with prompt attention.

April 11, 1854. 87-tf

2d Stock of Spring and Summer Goods.

STARR & WILLIAMS are now receiving their second Stock of Spring and Summer Dry Goods,

Hats, Bonnets, Shoes, Boots, and Ready-Made Clothing,

Selected within the last two weeks by one of the firm, in the Northern Markets, at greatly reduced prices from the early part of the Season, and will be disposed of to Wholesale buyers on accommodating terms. We solicit an examination of our Goods, by Merchants buying in this Market. All orders promptly attended to.

J. B. STARR. J. M. WILLIAMS.

April 15, 1854. 88tf

Second Stock.
PEARCE & PEMBERTON

ARE now receiving, in addition to their former Stock, a beautiful assortment of

DRESS GOODS.

Satin Striped Berages,
Colored Embroidered Robes,
Ladies Collars and Under Sleeves,
Velvet and Other Trimmings,
Bonnet Ribbons,
Cravats and Stocks,
Shirts, Collars, &c.,

EXPRESSLY FOR THE WHOLESALE TRADE.

P. & P., Hay Street.

April 1, 1854. 84-tf

NEW GOODS.

THE subscriber has just received his stock of STAPLE AND FANCY

DRY GOODS,

Embracing every article usually to be found in a Dry Goods Store, consisting in part as follows:

Plain black and watered Silks; plaid Summer Silk; printed Jaconet and other styles of Muslins; Grenadines, Berages and Tissues; Embroidered Muslins for Evening dresses; white and colored Tarltons; good assortment Lace and other styles of Mantilla; Embroidered Collars, Sleeves, Chemizetts, Handkerchiefs; Swiss and Jaconet Edging and Insertings; all of superior quality; Bonnets and Ribbons, latest style and in great variety; Sewing Silk Mitts; Umbrellas and Parasols; good assortment of Colors; Gingham; Bleached and Brown Domestics; Cloths, Cassimeres and Vestings; Linen Goods; Shoes and Boots, for Ladies, Gentlemen, Boys, Girls, and Children; Gentlemens' Summer Hats; Boys' and Girls' Hats and Caps; Silk and Kid Gloves; Sugar and Coffee, &c.

Grateful for the liberal patronage heretofore received, he trusts, by close application to business, fair dealing, &c. to merit a continuance of the same.

☞ At the New Store on Green Street. East side, a few doors from the Market House.

P. SHEMWELL.

Fayetteville, April 12, 1854 88tf

Shemwell House.
Fayetteville, N. C.

East side Green Street, a few doors North of the Market House.

THE subscriber begs leave to announce to the citizens of Fayetteville, and the travelling public, that he has just finished and opened this House for the reception and entertainment of any who may wish permanent or transient Board.

His Rooms are large and comfortable, and his Table shall always be furnished with the best the market will afford. He also has good and trusty Ostlers, who will attend faithfully to that department of the business. No pains will be spared to make those comfortable who may favor him with their patronage,—a share of which is respectfully solicited. Charges shall be moderate.

P. SHEMWELL.

Feb'y 15, 1854. 71tf

Spring Goods.

P. TAYLOR is now receiving his Stock of *Spring and Summer GOODS*, for Ladies and Gentlemen's wear:

Black and colored Gaiters, for Ladies, Misses, and Children; Boots and Shoes; Hats and Bonnets; Crockery and Glassware; Hardware; Coopers', Carpenters' and Smiths' Tools; Ploughs and Castings; Straw Cutters, &c. &c.

P. TAYLOR, Old Stand, Green St.

March 30, 1854. 81tf

PUMPS.

FORCE and Suction Pumps,
Sheet Lead and Lead Pipe,

For sale by C. W. ANDREWS, Market Square.

March 30. 83tf

$25 REWARD.

I WILL pay the above reward for the apprehension and safe delivery to me, or lodgment in Clinton Jail, so that I get my negro girl JENNY. She is a likely girl, of light complexion, smiles when spoken to, about five feet six or seven inches high; is supposed to be lurking about Faison's Depot, or Goshen.

WM. P. HOBBS.

July 27. 15-tf

Gill's Ne Plus Ultra BURNISH.

THE Subscriber, a practical Boot-maker of some experience, has for some time been sensible that there is a *desideratum* to be yet supplied to the public in the way of a suitable burnish for boots and shoes. Most of the articles now used either injure the leather or fail to impart that lustre so necessary to give to man's *understanding* a proper finish. He has therefore, during the last twelve months, been devoting himself to the task of preparing an article free from these objections, and has at length after much investigation and experiment completely succeeded. The result is *"Gill's ne plus ultra Burnish."* He only wishes that it may be tested in order to establish its superiority over all others. Call on him at Mr. Nathan Sikes' boot and shoe establishment, on Person street, and be supplied with an excellent article at a cheap rate.

THOMAS GILL

Nov. 9, 1853. 47tf

LAURINBURGH HIGH SCHOOL,
RICHMOND COUNTY, NORTH CAROLINA.

THIS large and flourishing Institution is now permanently established, under a full corps of well qualified Instructers, and with every thing requisite for a first class Seminary, being well supplied with Maps, Geographical and Astronomical; Globes, Philosophical and Chemical Apparatus.

The Semi-Annual Sessions of five months commence on the second Monday of January and July respectively.

Circulars, containing full particulars, will be furnished by applying to Rev. J. Jones Smyth, A. M., Principal, Laurel Hill P. O., Richmond county, N. C., or to D. C. McINTYRE, Secretary.

October 14, 1853. 36Y

Livery Stables.

The undersigned continue to carry on the LIVERY BUSINESS at this place. They have lately largely increased their Stock and can now offer to the public as good Horses, Carriages and Drivers as can be found in the Southern country.

Thankful for the large patronage heretofore extended to us, we solicit a continuation of the public favor. We promise a satisfactory trip to all who may wish to travel.

☞ Stables at the West end of Mumford street, where one of the Proprietors may always be found, or at the Store first door East of Mr. Lutterloh.

J. W. POWERS & CO.

Fayetteville, Feb'y 22, 1853. 71tf

TEAS! TEAS!!

HYSON, IMPERIAL and BLACK TEAS, of superior quality. Just received and for sale by

J. N. SMITH.

June 5, 1854. 2-3m

Fall Trade, 1853.

I have received my Fall Stock of

Dry Goods, Groceries, &c.

My Stock is large, and well worth the attention of purchasers. Any kind of Produce taken in exchange.

JAS. G. COOK.

Oct. 3, 1853. 32tf

COTTON BAGGING.

I HAVE a plentiful supply of Gunny and Dundee Cotton Bagging, Bale Rope, and Bagging Twine. Send in your orders and they shall be supplied.

JAS. G. COOK.

Oct. 3, 1853. 32tf

North Carolina Cassimeres.

MR. JAMES G. COOK has on hand a full stock of Rock Island Cassimeres, manufactured by Carson, Young & Grier, at their Mill in Mecklenburg County, N. C., where consumers and merchants can be supplied. The manufacturers recommend their fabrics as being equal in durability, and as permanent in color, as any goods of similar character manufactured or sold in the U. S. They invite the most full and thorough tests of them, and only ask to be patronized in proportion to their merits.

Sept. 9. 27tf

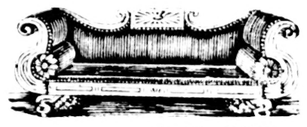
Notice to the Travelling Public.

THE Stage leaves Warsaw daily (except Saturday) at 7 o'clock, p. m., after the arrival of the evening train from the North, and arrives at Fayetteville next day by 6 o'clock, a. m., in time for the Stage to Salem; which leaves Fayetteville Mondays, Wednesdays, and Fridays, at 1 o'clock, p. m., and arrives at Salem next day by 2 p. m. Returning, leaves Salem Tuesdays, Thursdays, and Saturdays, at 6 o'clock, p. m., arrives at Fayetteville next day by 1 p. m., in time for the Stage to Warsaw; which leaves Fayetteville daily (except Saturday) at 6 p. m., and arrives at Warsaw next day by 5 a. m., in time to connect with the train North or South.

Tickets from Warsaw to Salem, $12. From Warsaw to Fayetteville, $8. To other points on the road in proportion.

M. McKINNON.

Fayetteville, March 18, 1854. 80-tf



J. W. BAKER

Is now receiving from the North the largest, finest, and most carefully selected stock of

FURNITURE

ever offered in this market; which, added to his own manufactures, renders his assortment complete; all of which he will sell on the lowest possible terms for cash or on time to punctual customers.

Dog Power Wood Planes, Bennet & Co's, of Brooklyn, New York; fashionable painted cottage bed room Furniture in suits; curled hair and shuck, and cotton Mattresses; Looking Glasses; Willow Wagons and Carriages; Patent Self-Swinging Cradles; Side Boards; Bureaus; Secretaries and Book Cases; What Nots; Tables of all sorts; Wash Stands; Candle Stands; Wardrobes; Pier Frames and Glass; Window Shades; Cornices; Curtain Bands; Sofas in Mahogany and Walnut; Tete a Tetes; Ottomans; Divans and Stools; Chairs of every variety.

September, 1853. 50tf

NEW GOODS.

WE are now receiving from New York a very large Stock of

SEASONABLE GOODS,

Embracing nearly every article usually kept in our market. We purchase our Goods by the package, on as favorable terms as any house in the Mercantile line, and will sell them, wholesale or retail, on accommodating terms and at reasonable profits.

COUNCIL, CAIN & CO.

RICHARD S. CAIN
ALEXANDER RAY

March 29, 1854. 84tf

NEW
Spring & Summer Goods.
J. C. POE

HAS just returned from the North, and is opening a large and beautiful Stock of

STAPLE AND FANCY DRY GOODS.

He will not attempt to enumerate every article usually kept in such an establishment, but feels justified in saying that a visit, particularly from the Ladies, would be appreciated by him, and amply repay them for a fifty miles ride. As for SILKS and other Dress Goods, and particularly Collars, Sleeves, Chemizetts, and other Embroideries, he defies all the competition that the town of Fayetteville can show.

The subscriber feels thankful for the patronage heretofore shown him, and hopes by strict attention to business, and by being able to show the prettiest Goods, and also being disposed to sell them at as cheap a rate, either for cash or on time to punctual customers, as any other establishment in the place, he hopes to increase that trade and confidence which has enabled him to sojourn in the Town of Fayetteville.

J. C. POE.

March 27, 1854. 83-3m

1854.
SPRING SUPPLY.

Drs. FOULKES & MACRAE,
Wholesale & Retail Druggists,

Are now receiving their Spring and Summer supply of

Drugs, Medicines & Chemicals,

Dye-Woods and Dye-Stuffs,
Oils, Paints, and Painters' Articles,
VARNISHES,
French, English and American Perfumery,
Fine Toilet and Shaving Soaps,
Fine Hair and Tooth Brushes, Paint Brushes,
Surgical and Dental Instruments,
Trusses and Supporters of all kinds,
Pure Wines and Brandies for Medical purposes,
Extracts for Flavoring,
Choice Toilet and Fancy Articles, &c.

☞ They make their purchases for Cash, and offer goods equally as low as they can be obtained from any similar establishment in this section.

Warranted to be Fresh, Pure and Genuine.

Orders from the country promptly filled, and satisfaction guaranteed with regard both to price and quality.

Hay street, next door West of H. & E. J. Lilly.

March 17, 1854. 80tf

Pure East India Castor Oil.

WE have just received a supply of Pure East India CASTOR OIL, without taste or smell, first introduced by us into this market last Spring.

FOULKES & MACRAE.

March 17, 1854. 80tf

NOTICE.

THE subscriber offers for sale his LANDS, six miles North of Fayetteville and about one mile from the Fayetteville and Raleigh Plank Road, consisting of about **1260 acres of Land,** suited to the making of Turpentine or Timber. There are on the premises a good saw and grist mill, all in good repair and now in operation; also a dwelling, and all the necessary out-houses, in good repair.

Also, another tract of two hundred and fifty acres, on the head waters of Carver's Creek, known as the Tarry Place, on which there is a small farm, a dwelling house and other houses.

On the first named tract there are cut about twenty-five thousand Turpentine boxes, from two to four years old.

All the above lands will be sold on the most accommodating terms. Persons wishing to purchase will please call on the subscriber, who will take pleasure in showing the above lands.

WM. R. BOLTON.

Oct. 27, 1853. 49tf

Carthage Hotel.

HAVING recently purchased the above Establishment from Malcom Kelly, Esq., I am now prepared to entertain in a comfortable manner those who may give me a call. Having ample Stables, good Ostlers, and a disposition to accommodate, I trust I shall be able to give entire satisfaction to those who may favor me with their patronage.

H. C. McLEAN.

Carthage, Dec. 5, 1853. 51tf

NOTICE.

THE SUBSCRIBER has removed to SHAW'S NEW BUILDING, Gillespie Street, where he intends carrying on the **TAILORING** BUSINESS in all its branches. Having had practical experience in most of the Atlantic cities, he feels assured that he can please the most fastidious.

All orders will be executed with neatness and despatch.

B. MONAGHAN.

March 28, 1853. 81-tf

Steam Engines—Fayetteville Manufacture.

WE are now prepared with all the necessary machinery for manufacturing STEAM ENGINES, from five to sixty horse power, which we can furnish on as favorable terms as any Northern establishment.

Persons in want of Engines for Mills, Boats, &c. will perceive the advantage of having them made near home.

☞ An Engine of our own manufacture can be seen in operation at the Foundry.

HALL & BOLLINGER.

Dec. 7, 1853. 51-tf

500,000 lbs. Cotton and Linen RAGS wanted.

THE subscriber will pay the highest market price for any quantity of clean Linen and Cotton Rags.

DAVID MURPHY.

Feb'y 1854. 74tf

WOULD respectfully inform the public that he is still at his old stand carrying on the above business in all its branches. He returns thanks for the liberal patronage he has received, and hopes by a strict attention to business, and a desire to please all and give general satisfaction, to merit a continuance of the same.

He warrants all his work to be made of the best material and by experienced workmen,—having a more *experienced* and *practical South*, he flatters himself that his work will compete with any made in the State for style, elegance and durability; and should any of it fail in twelve months (with fair usage) either in workmanship or material, he will repair it free of charge.

Persons wishing to buy, would do well to call and examine his work as he is determined to sell low for cash or on short time.

Orders thankfully received and promptly attended to.

☞ REPAIRING neatly executed at short notice and lowest possible prices.

Fayetteville, Jan. 26, 1853 63tf

Page's Improved Patent Circular Saw Mills.
GEORGE PAGE & CO.,
N. Schroder St., near West Baltimore St., Baltimore, Md

RESPECTFULLY inform their friends and the public generally, that they have greatly enlarged their manufacturing establishment, and that their facilities are now such as to enable them to execute all orders, with promptness, for their CELEBRATED PATENT PORTABLE CIRCULAR SAW MILLS, which have given so much satisfaction throughout the Union, as also STEAM POWERS of all sizes and kinds, HORSE POWERS, GRIST MILLS, CORN AND COB CRUSHERS, together with various other machines and implements to economise labor.

Since their Circular Saw Mills were invented by, and patented to the Senior Partner, they have made many improvements which render them perfect in all their details, and justly entitle them to be considered among the greatest labor saving inventions of the age.

A *Pamphlet* containing full descriptions of their *Circular Saw Mills*, prices, terms, capacity for sawing, &c., will be sent to any Gentleman applying for one by letter, post paid.

Having recently obtained damages in an action brought in the U. S. Circuit Court for the District of Maryland, for an infringement of their *Patents Rights*, they hereby forewarn the public from purchasing Mills, similar to theirs, from unauthorized builders, or their Agents.

Agent at Fayetteville, N. C.,

JNO. M. ROSE.

May 26, 1854 500Y

MARBLE FACTORY

By GEO. LAUDER.

TWO DOORS ABOVE C. T. HAIGH & SON'S STORE,
Fayetteville, N. C.

Jan'y 20, 1854. 64y-pd

NEW GOODS
AT THE CROCKERY STORE.

BY late arrivals I have received a considerable addition to my stock of Glass Ware, and can now fill the orders of my country friends for any thing in that line.

—ALSO,—

1 Case China Vases, Tea Setts, &c., &c.

1 Gold Band China Dinner Sett—117 pieces, oval pattern.

A beautiful assortment of Waiters, Solar Lard Lamps; Hall Lanterns; Wire Dish Covers, round and oval; Silver Plated and Brittania Castors, 75 cts. to $10; Silver Plated (on good German Silver) Tea and Table Spoons and French Forks; 1 Water Cooler each 2 and 3 gals., with a variety of other Housekeeping goods.

And the following NEW articles—Bread Slicers; Coffee Roasters; Knife Sharpeners, and Patent Churns which have been tried in this vicinity and proved excellent.

Shortly Expected,

A lot of Sponge Baths, and superior American Table Cutlery.

W. N. TILLINGHAST.

May 15, 1854. 96-2m

THE LAST NOTICE.

THE firm of Cook & Taylor was dissolved the first of last May. There has been but little heed paid by their friends to the call for settlement of their notes and accounts. We now distinctly say that all notes and accounts remaining unpaid will be put in a train of collection during the month of January.

JAMES G. COOK.
WILLIAM TAYLOR.

Dec. 24. 57-tf

Turpentine! Turpentine!

We want to buy Turpentine, delivered at our Still in Campbellton.

JESSUP & CO.

March 1, 1854. 76tf

Staves! Staves!

☞ We want to buy Spirits Barrel STAVES. Will pay the highest CASH prices.

JESSUP & CO.

March 1, 1854. 76tf

Goods! Goods!

We have opened our Store in Campbellton. We offer low for cash or barter, DRY GOODS and GROCERIES.

JESSUP & CO.

March 1, 1854. 76tf

85 Bales prime Hay. For sale by

R. M. ORRELL.

May 1, 1854 92tf

TOBACCO.

WE have on hand several lots of Tobacco, which we will sell at lower prices according to quality, than can be had of any other house in Town.

J. & T. WADDILL.

Dec. 29, 1853. 57-tf

Turpentine Axes.

J. & T. WADDILL.

FOR SALE.

A NEW two-horse Waggon, complete.

J. & T. WADDILL.

June 8. 3-tf

AGRICULTURAL.

WE have received our usual stock of FARMING IMPLEMENTS, such as Ploughs, Harrows, Cultivators, &c., &c.

J. & T. WADDILL.

A new 2 horse Wagon, complete, for sale.

J. & T. W.

March 18, 1854. 80-tf

TWENTY DOLLARS REWARD

JESSE WILSON, late of the county of Sampson, North Carolina, has left for parts unknown, and indebted to us, and having taken with him assets sufficient to pay his debts, we will give the above reward for satisfactory information of his present location, if within the jurisdiction of any court of law in the United States. Said Wilson is about 40 years of age, with red complection, of medium size, and bad principles.

J. & T. WADDILL.

Fayetteville, N. C., Feb'y 24, 1854. 74tf

200 *Bales prime HAY.*

WOULD like to dispose of it in lots to Turpentine men.

J. & T. WADDILL.

April 19, 1854. 80tf

2000 Spirit Barrels for sale by

McLAURIN & STRANGE.

June 12, 1854. 4tf

THE highest cash price paid for Turpentine, White Oak Staves, and Oak or Ashe Heading. Call on Jas. W. Strange, who can always be found at the Still.

McLAURIN & STRANGE.

Feb'y 18, 1853. 70tf

THE undersigned, having purchased Mr. Thos. S Lutterloh's Distillery and Cooper-shops, have entered into Copartnership under the name of McLaurin & Strange, for the purpose of carrying on the Distillery of Turpentine, and the manufacture of Spirit Barrels.

D. McLAURIN.
WM. McLAURIN.
JAS. W. STRANGE.

Feb'y 18, 1853. 70tf

FOR SALE.

A VALUABLE tract of land, containing some 200 acres, on which is a good corn and wheat mill, in excellent running order. There are some 20 acres cleared, and the residue all fit for cultivation except the mill pond.

The above place is on the Hagon prong of three Creeks, some 9 miles from Bennettsville, and will be sold on reasonable terms.

JONATHAN MEEKINS.

Bennettsville, S. C. June 7, 1854. 48tf

NOTICE.

THE Subscriber having, at June Term, A. D. 1854 of the Court of Pleas and Quarter Sessions of Cumberland County, taken Letters of Administration on the estate of Alex'r McAlister, Sen'r, deceased, hereby gives notice to all persons having claims against the estate of the deceased, to present the same, duly authenticated, within the time prescribed by law, otherwise this notice will be pleaded in bar of their recovery. Debtors to the said estate will please to make immediate payment.

HUGH McLEAN, Admin'r.

June 7, 1854. 48tpd

B. B. HOPKINS, } WM. H. RYAN,
ROBERT HULL, } THOS. W. ATKINSON.

HOPKINS, HULL & CO.,
Wholesale Dry Goods Merchants,
No. 258 BALTIMORE STREET,
(Opposite Hanover Street,)
64*Y] **BALTIMORE.**

$500 Reward!

I WILL give Five Hundred Dollars for proof sufficient to convict any person of conveying my Negroes, ISAAC and NANCY, away for the purpose of selling them, or aiding them to escape to a free State. Or I will give Two Hundred Dollars for proof sufficient to convict any white person of harboring them.

Isaac is a very likely boy, about 6 feet 2 inches high, dark complected, about 27 years old, and weighs about 175 pounds.

Nancy is dark complected, about 5 feet 9 or 10 inches high, very stout and likely.

Said Negroes were purchased from Col. A. S. McKay of Richmond county, near Floral College, and are supposed to be lurking in the neighborhood of Hector McEachern's, in Robeson county, N. C., as they have relations in that section of country.

LIGHT TOWNSEND.

Bennettsville, S. C., Feb'y 2, 1854. 68*tf

$25 REWARD.

ON the 1st day of January, 1853, I hired a Boy named Robert to John A. Williams, Esq.; sometime in February following he left Mr. Williams, and I had reason to believe was lurking in the Neighborhood of Fayetteville, but now I believe he has been kidnapped or decoyed by some villain. Said Boy is of black complexion, is between 13 and 14 years old, quite an active good looking little fellow, and no doubt can tell a very plausible tale. I will give the above reward for his delivery to me, or confinement in any Jail, so that I get him again, or $50 if arrested out of the State so that I get him.

JAS. EVANS, Guardian.

March 4, 1854. 75*tf

$50 Reward.

RANAWAY from the subscriber, on Saturday night the 21st of January last, a NEGRO GIRL by the name of Susan, aged about 23 years, five feet 3 or 4 inches high, copper colored, thick lips, and broad upper teeth. Said girl was raised in Robeson county. I will give twenty-five dollars for her confinement in any Jail in the State so that I can get her, and twenty-five dollars for any proof that will convict any person of harboring said negro.

JNO. O. DANIEL,
Westbrook's P. O., Bladen county, N. C.

March 4, 1854. 76*tf

R. R. R. No.—2.

RADWAY'S RENOVATING RESOLVENT,

For the cure of

Consumption, Bronchitis, and the various diseases of the Lungs. Scrofulous diseases without regard to the time they have been standing, or the part they attack.

Nineteen Years.—Mrs. Henderson, of Westford, Mass., has been covered with sores for nineteen years, and cured by R. R. Resolvent.

Syphilis.—In any stage, with all its horrible effects.

Skin Diseases, Salt Rheum and Erysipelas.—No matter how long they have been standing or how difficult of cure.

The most obstinate cases of Salt Rheum will quickly yield to the RENOVATING RESOLVENT. One gentleman who supposed that this complaint was hereditary to his family, and had been afflicted with Salt Rheum since his birth, was cured by the use of a few bottles of the Renovating Resolvent, and the poisonous Rheum entirely eradicated from his system.

Dyspepsia.—Of weeks or years standing is cured by the use of one or two bottles.

Weakness.—In Male or Female is quickly cured, and the debilitated and emaciated made strong, vigorous and healthy. Diseases of either one or more of the generative organs, is quickly removed, and the body restored to a healthy and sound condition.

Low Spirits—Nervousness.—In Women, the numerous complaints and ailments which cast such gloom over their spirits, a few doses of the Renovating Resolvent will quickly remove, and the most nervous, gloomy, and depressed, feel healthy, strong and happy.

It renovates the system completely, Resolving away from the Solids all impure and Diseased Deposits, freeing the Blood and Fluids of Life, from all corrupt humors, restoring Energy, Health and Strength, to every Organ of the body.

R. R. REGULATORS

Regulate the Bowels, Pancreas, Kidneys, Liver, &c. They cure Liver Complaint and Kidney Difficulties. Persons troubled with Costiveness, Indigestion, Dyspepsia, &c., will find prompt deliverance from their difficulties by taking two of Radway's Regulators at night. They are pleasant to take, no sickness at stomach, no pains or griping will follow their operation.

Price of R. R. Regulators, 25 cents per box.

RADWAY & CO.
162 Fulton street New York.

☞ Sold by Druggists everywhere.

Agents—S. J. HINSDALE, Fayetteville.
REGAN & CALDWELL, Lumberton, N. C.

Blank Warrants for sale here.

LARGE SALE OF REAL ESTATE.

BY Virtue of a Decree of the Court of Equity of Cumberland County, rendered at Spring Term, 1854, I shall, on SATURDAY, the 15th day of July next, at the Market House, in the Town of Fayetteville, offer for sale the following property belonging to the Estate of the late Robert Strange:—

500 Acres of Land lying on the west side of Cape Fear, about three miles from Fayetteville, known as the Myrtle Hill Place, the late residence of Robert Strange.

360 Acres adjoining the above, on the south, being a portion of the lands of Hugh Cook, known as the Pine Park Lands.

17 Acres adjoining the above, on which is a comfortable dwelling, kitchen, &c.

518 Acres on the east side of the Cape Fear, opposite Myrtle Hill.

5000 Acres in the Barbacue District, on the Upper and Lower Little Rivers, about 20 miles from Fayetteville. This is fine Timber and Farming Land. The Timber has never been cut.

One Lot on Ramsey street, north of Mr. Winslow Hamilton's, containing 1½ acres.

One Lot on Mumford street, known as the Old Basin Lot.

At the same time and place will be sold

Pew No. 44, in St. John's Church.
1 Share of Stock in the Bank of Cape Fear.
5 " " " Fayetteville & Western Plank Road.
40 " " " Fayetteville & Raleigh Plank Road.
5 " " " Western Plank Road.
2 " " " North Carolina Railroad.

Terms of sale, 6 months' credit, the purchaser giving Bond with approved security. The title to the Real Estate will be reserved until the purchase money is paid.

R. S. FRENCH, Commissioner.

June 6, 1854.

LEATHER BANDS.

THE Subscriber has put up machinery for cementing and riveting Bands with [illegible]. The Bands are stretched with powerful machinery expressly for that purpose, and the [illegible] stretching and ripping, under common circumstances, to them, is entirely removed by this process. Bands made in this way will hold their width and thickness, and have a uniform bearing on the [illegible] will give from 15 to 20 per cent more power than Bands made in the ordinary way. They are made of the best selected oak tanned Spanish Leather. No pains will be spared to make them equal to any Northern Bands, and will be sold [illegible] bought in New York.

CHAS. M. LINN.

New Market P. O., Randolph county, N. C.

Band shop near Jesse Walker's Mill, Deep River.

These Bands for sale by W. H. Lutterloh, Fayetteville.

March 3, 1854. 75-tf

EQUITY LAND SALE.

BY virtue of a Decree of the Court of Equity of Cumberland county, Spring Term, 1854, on the first day of August next I will expose to public sale, at the Court House door in Fayetteville, the following tracts of LAND, belonging to the heirs of the late Hargrove, deceased, to-wit:

120 acres known as the Whitley land.

Also, 100 acres known as the Jones land.

Also, 100 acres called the Boroughs tract, adjoining the Jones and Ashe lands.

All of the above lands are on the East side of Cape Fear River.

Also, 187 acres known as the King tract, adjoining John Bell and others.

Also, the Mill tract, West side of the River, being part of McKay land.

Also, the balance of said tract, including the residence of the late Carr Hargrove.

Also, 311 acres purchased from E. Spearman, on the West side of Cape Fear River.

The above Lands are valuable, and will be sold on a credit of 3, 6, 12 and 18 months—bonds drawing interest from date.

ARCH'D A. T. SMITH,
Clerk and M. E.

June 5, 1854.

Piedmont Chalybeate Springs, Moore County, North Carolina.

THE subscribers having purchased the above Springs at the close of the last season, and fitted up large and comfortable improvements, will be prepared by the 1st of June to accommodate all who may patronize them.

The springs are situated at the foot of Monroe's Hill, the highest point of the Sauta Town Mountains, about 1 mile from Dan River, and two from Danburg, County Seat of Stokes, and is surrounded by as fine scenery as any place in the State or Virginia.

It is the design of the subscribers to make it a first class watering place—and nothing will be left undone by them to make it such, and to make it as desirable a place for the health and pleasure of the public as any to be found in North Carolina or Va.

Their prices will be as moderate as the times will admit.

Single persons $5 00 per week.
" " 1 00 per day for less time than a week.
" horse 75 cents per day.
Servants half price.

SMALLWOOD & GALLOWAY.

May 1854. 90-3m

NOTICE

IS hereby given to the citizens of Cumberland county that I will attend at the following times and places either by myself or deputies, to receive the taxes for 1854 in the county of Cumberland for the year 1853. I request the Captains of the several Companies to be prompt and call out their men for parade. The candidates will present and address the people.

On Saturday, the 1st of July, at Kingsburg, Cross Creek District.

On Tuesday, the 4th July, at Averasboro', Averasboro' District.

On Thursday, the 13th of July, at Col. Smith's place, Quhwhiffle District.

On Friday, the 14th July, at Miss Jane Grady's, Grady District.

On Saturday, the 15th July, at McNeill's Store, Rock